BOOKBINDING by European methods with the best material and under European supervision at THE "DAILY PRESS" OFFICE. Always pronounced equal to home work, and *prices very moderate.*

PRINTING OF ALL KINDS at the *most moderate prices* at THE "DAILY PRESS" OFFICE. All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. *Estimates given.*

Hongkong Daily Press.

ESTABLISHED 1857.

CHUNG NGOI SAN PO (Chinese *Daily Press*). PUBLISHED DAILY is the oldest and still immeasurably the best medium for Advertising among the Native Community. Established for nearly FORTY YEARS, circulates largely throughout Southern China, Indo-China, etc. Terms for Advertising (Translations free) can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents. Documents translated from or into Classic or Colloquial Chinese.

No. 12,848 第壹萬二千八百四十八號 光緒二十五年三月二十七日 HONGKONG, MONDAY, MAY 8TH, 1899. 一千八百九十九年五月八號 香港英壹千八百九十九年五月八號 PRICE $2½ PER MONTH.

NEW ADVERTISEMENTS

NOTICE.

I HAVE This Day taken Charge of the ITALIAN CONSULATE. The OFFICE is transferred to QUEEN'S ROAD CENTRAL, entrance 1, Duddell Street.

Office hours from 10 to 12 A.M. and from 2 to 4 P.M.

Z. VOLPICELLI, Consul for Italy.

Hongkong, 5th May, 1899. [1278

NOTICE.

I BEG to inform the Public, that I have This Day admitted Mr. MA PAK-NIN as Partner of this Firm.

RICCI AQUINO, Managing Partner. RICCI & CO.

Hongkong, 6th May, 1899. [1272

DOMESTIC LOVE STORY OF GREAT INTEREST.

The *Hongkong Daily Press* has secured the Rights of Publication of A NEW WORK OF FICTION from the pen of

IZA DUFFUS HARDY,

Author of "In the Springtime of Love," "A New Othello," "A Woman's Loyalty," "The Girl He Did Not Marry," &c., &c.,

An Able and Popular Authoress—whose previous books have achieved considerable success.

THE TITLE OF THE NEW STORY IS MACGILLEROY'S MILLIONS, and the opening Chapters will appear in the *Daily Press*, on SATURDAY, 13TH MAY. [1271

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILOONG,"

Captain Robson, will be despatched for the above port TO-MORROW, the 9th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 8th May, 1899. [1274

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Chartered Steamship

"PRONTO,"

Captain Grandt, will be despatched for the above ports TO-MORROW, the 9th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 8th May, 1899. [1275

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Chartered Steamship

"NANYANG,"

Captain Lehmann, will be despatched for the above ports TO-MORROW, the 9th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 8th May, 1899. [1276

FOR KOBE (DIRECT).

THE Steamship

"KONOURA MARU,"

Captain K. N. Shiina, will be despatched for the above port at NOON, on FRIDAY, the 12th instant.

For Freight, apply to DODWELL & Co., LTD., Agents.

Hongkong, 8th May, 1899. [1277

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"VINDOBONA,"

Captain C. Androvich, will leave for the above places on the 13th inst., P.M.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 8th May, 1899. [1273

THE OSAKA SHOSEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY, AND TAMSUI.

THE Steamship

"MAIZARU MARU,"

Captain S. Nagata, will be despatched for the above ports on SUNDAY, the 14th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st May, 1899. [903

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 20th May, 1899, at NOON, the Company's Steamship "SALAZIE," Captain Negre, with Mails, Passengers, Specie, and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S.S. "AUSTRALIEN," which vessel takes on her Passengers and Mails leaving that port on the 1st June, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 19th May. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 8th April, 1899. 12

NOTICES OF FIRMS

"GLEN" LINE OF STEAMERS.

WE having relinquished the Agency of the above line, Messrs. MCGREGOR BROS. & Gow will from this date conduct the business connected therewith.

JARDINE, MATHESON & CO.

IN reference to the above Notice we have from this date taken over the Agency at this port of the "Glen" steamers.

MCGREGOR BROS. & GOW.

Hongkong, 6th May, 1899. [1279

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the FOURTEENTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held in the Board Room at the HONGKONG DISPENSARY TO-DAY (MONDAY), the 8th May, at Twelve o'clock NOON for the purpose of receiving the report of the General Managers together with a Statement of Account to the 31st December, 1898.

The Register of Shares will be CLOSED from Monday, the 1st May, until Wednesday, the 10th May proximo, both days inclusive, during which period no Transfer of Shares can be registered.

By Order,

A. H. MANCELL, Secretary.

Hongkong, 22nd April, 1899. [1143

NOTICE.

THE CERTIFICATES for 40 Shares numbered 8,159/8,168 - 18,159/18,168 28,159/28,168, and 38,159/38,168 standing in the Register of the CHINA MERCHANTS' STEAM NAVIGATION COMPANY in the name of KAU MUN KEE & Co., having been STOLEN, notice is hereby given that the theft has been reported to the China Merchants' Steam Navigation Company, and Duplicate Certificates of the same will be issued, and that the Original Certificates together with the Interest Warrants of the same will be hereafter held as null and void.

KWONG CHEONG LOONG, 8, Praya West.

Hongkong, 15th April, 1899. [1067

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that a CALL of $1.00 per Share has been made in respect of the "B" Shares in the above named Company, and that such CALL is PAYABLE to the General Managers, on the 5th day of July next, at the Offices of the Company, 38 and 40, QUEEN'S ROAD CENTRAL.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th May, 1899. [1249

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

NOTICE.

A CERTIFICATE for 100 Shares numbered 16,972/17,071 standing in the Register of this Company in the name of Miss ELLEN FARRELL BROWN having been LOST, notice is hereby given that a duplicate Certificate for the said 100 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 4th May, 1899. [1250

THE YANGTSZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the rate of Ten per cent. being Six Dollars per share on the Paid-up Capital of the above Association, has been declared PAYABLE at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA or the HONGKONG AND SHANGHAI BANKING CORPORATION on and after this date to Shareholders of record on the 15th April, 1899.

By Order of the Board of Directors, W. S. JACKSON, Secretary.

Shanghai, 16th April, 1899. [1280

SOMATOSE.

(REGISTERED).

A TASTELESS, Odourless, Nutrient Meat Powder. SOMATOSE contains all the albuminoid principles of beef in an easily soluble form. It has been extensively employed, and found to be of the greatest service in consumption, diseases of the stomach and intestinal tract, chlorosis and rickets; it is of great value in convalescence from all diseases.

SOMATOSE promotes the assimilation of nitrogenous food, it strengthens the muscles and stimulates the appetite in a remarkable manner. Sole Manufacturers: Farbenfabriken, vorm. FRIEDR. BAYER & Co., Elberfeld.

To be had in all dispensaries and druggist shops, and with

WM. MEYERINK & CO., Sole Agents for Hongkong & China.

Hongkong, 30th March, 1899. [918

PROF. H. FRÄNKEL,

AMERICAN

SURGEON-CHIROPODIST,

UNDERTAKES to extract corns, and to cure warts, bunions, and ingrowing toe-nails. Terms moderate.

Address, 54-56, QUEEN'S ROAD CENTRAL.

Hongkong, 1st May, 1899. [1218

NATIONAL ASSURANCE COMPANY OF IRELAND.

ESTABLISHED 1822.

CAPITAL £1,000,000
FUNDS (over) 500,000

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

RADECKER & CO., Agents.

Hongkong, 19th September, 1898. a1988

INTIMATIONS

WANTED.

WELL LIT and VENTILATED OFFICES in CENTRAL position; 1st Floor preferred; 3 or 4 Rooms, QUEEN'S ROAD or PRAYA CENTRAL.

Apply Stating Situation and rent to "X," Care of Messrs. Kelly & Walsh, Ltd.

Hongkong, 6th May, 1899. [1274

THE ORIENT

A MONTHLY MAGAZINE IN ENGLISH CONDUCTED BY JAPANESE.

TREATING of the Politics, Arts, Customs, Religions, and Literature of the East, with a summary of current topics, political, social, and religious, in Japan, Korea, China, Siam, Burma, British India, etc.

"The Orient" is the sole English Magazine published in Japan. It contains a number of interesting original articles on the politics, manners and customs, fine arts, literature, and religion of the Japanese nation. It also gives comprehensive and trustworthy information on the political, social, and religious topics of Oriental Nations.

Widely read in Japan and throughout the Orient, it is indisputably the best medium for advertisements.

TERMS:

Annual Subscription for foreign countries, $3.00 (6 shillings). Post free.

ORDERS RECEIVED by KELLY & WALSH, LIMITED.

Hongkong, 3rd May, 1899. [1240

FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO., LIMITED, having appointed me agent for the sale of their Ice at Kowloon, residents of that district are informed that Ice can now be had at my store there, at Hongkong rates.

H. RUTTONJEE, Elgin Street, Kowloon.

Hongkong, 3rd May, 1899. [1238

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per Cent. upon contributions for the year 1898 has been declared.

WARRANTS will be issued on the 1st May.

By Order of the Board,

DOUGLAS JONES, Secretary.

Hongkong, 20th April, 1899. [1112

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that RUINART PERE & FILS carrying on business at Rheims in the Republic of France and also at London in England, and elsewhere as Wine (Champagne) growers and shippers have on the 4th day of March, 1899, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:—

Two lions each standing on one leg and depicted one on each side of a Coat of Arms and between the heads of the lions and over the Coat of Arms is depicted a Crown.

A Coat of Arms is depicted in the middle and between the lions.

Under the two lions and the Coat of Arms and the Crown, is printed, impressed, or woven the name "Ruinart Père & Fils."

In the name of RUINART PERE & FILS, who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants since the month of February, 1887, and previously for over one hundred years in respect of the following goods.

Champagne in class 43.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Undersigned.

Dated the 6th day of May, 1899.

JOHNSON, STOKES & MASTER, Solicitors for the Applicants, 12, Queen's Road Central, Hongkong.

1281]

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the PERSEVERANCE LODGE will be held at the FREEMASONS' HALL on TUESDAY, the 16th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 6th May, 1899. [1279

DAVID CORSAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
CANVAS
ARNHOLD, KARBERG & CO., Sole Agents.

2709

PHOTOGRAPHY.

NEW FIRST-CLASS STUDIO.

MR. YERA has the pleasure to announce that, owing to the great increase in his business, he finds his Studio in Arsenal Street too small, and he has now opened in addition thereto a new one in Beaconsfield Arcade, fitted with ALL THE NEWEST AND VERY BEST APPLIANCES.

Hongkong, 16th April, 1899. [1095

COTTAM & CO.

FOR

The latest NOVELTIES in GENTLEMEN'S HOSIERY.

a34

CHAMPAGNES.

ESTD. 1864.

B & E PERRIER.
PAUL DOMMIER & CO.
C. H. DARGONNE & CO.
IRROY & CO., Carte d'Or.
LANSON PERE ET FILS.
PIPER HEIDSIECK, Gold foil.
DOYEN & CO., (very dry).
KRUG & CO., Private Cuvée.
BOLLINGER & CO., Extra Quality.
LOUIS RODERER, Grand vin Sec.
POMMERY and GRENO.
ACKERMAN-LAURANCE, SAUMUR.
LOUIS RENAU (white seal).
DUC DE VENDOME (cup).

SOLE AGENTS,
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,

Telephone No. 75.

15, Queen's Road. a33

THE VICTORIA DISPENSARY.

DAKIN'S ANISEED AND LICORICE COUGH BALSAM.
For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS, COLDS, HOARSENESS, and SORENESS of the CHEST.
PRICE 50 CENTS AND $1.

CRUICKSHANK'S COUGH BALSAM.
For COUGHS, COLDS, HOARSENESS, INFLUENZA, ASTHMA, CONSUMPTION, HOOPING COUGH, BRONCHITIS, and all Diseases of the CHEST and LUNGS.
PRICE $1 per Bottle.

Hongkong, 19th December, 1898. VICTORIA DISPENSARY, QUEEN'S ROAD. [a52

JUST LANDED.

HIGH-CLASS CIGARS.

COMPANIA GENERAL DE TOBACOS DE FILIPINAS.

INCOMPARABLES, IMPERIALES, BOUQUETS, PERFECTOS
BREVAS IMPERIALES, FAVORITOS A. LOPEZ, REGALIA A. LOPEZ
WINDSOR, PRINCESAS, LONDRES

ALHAMBRA.

REINA VICTORIA, HIGH LIFE
REGALIA ALHAMBRA, PERLAS ALHAMBRA
PRINCESAS, LONDRES

PRICES MODERATE. Apply to G. GIRAULT, 6, QUEEN'S ROAD CENTRAL.

a38

BY SPECIAL ROYAL WARRANT TO HER MAJESTY THE QUEEN.

DEWAR'S PERTH WHISKY.

50 GOLD AND PRIZE MEDALS.

EXTRA SPECIAL, $14 per doz.
SPECIAL, $12 do.

HAS A WORLD-WIDE POPULARITY.

SOLE AGENTS

H. PRICE & Co.,

a35 WINE AND SPIRIT MERCHANTS, 12, QUEEN'S ROAD.

BISMARCK & CO.,

28A, PRAYA CENTRAL,

SHIP CHANDLERS, PROVISION, and COAL MERCHANTS, have for sale Paints of all kinds, Engine Oil, English and Japanese Coal, &c. Just received a shipment of Russian hemp, tarred ropes 1" to 5". Moet & Chandon dry Champagne in pints and quarts, $90 per case; also Louis Roederer extra dry Champagne, pints and quarts, $42 per case. Sole agents for DREW & Co.'s Kiel Imperial and lager beer. [1103

BUCHANAN'S

HOUSE OF COMMONS WHISKY

AND

BUCHANAN'S BLEND WHISKY.

$15.00 and $13.00 per dozen.

LANE, CRAWFORD & Co. have been appointed SOLE AGENTS for these celebrated brands of Whiskies.

FREE SAMPLES ON APPLICATION. a31

FLETCHER & CO.,

THE PHARMACY, 22 QUEEN'S ROAD.
(OPPOSITE THE HONGKONG HOTEL.)

FLETCHER'S COMPOUND COUGH BALSAM.

This well-known preparation is specially recommended for its demulcent and expectorant qualities.

SOLE AGENTS FOR TANSAN WATER. a36

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS COMPANY, LD., LONDON,

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all Kinds.
"VICTOR" METALLIC BOILER JOINTS
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the Best Qualities.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Superintendent ..... THOS. SKINNER.

a37 DODWELL & CO., LIMITED, General Agents

CUTLER, PALMER & CO.

Have been Shippers to CHINA for nearly 75 years. Their Brands are favorably known all over the World.

A1 QUALITY COGNAC,
Distinguished by 4 STARS on the label.
Price $22.50 per 1 dozen bottles.

VERY GOOD COGNAC,
Somewhat younger than the above.
Distinguished by 2 STARS on the label.
Price $16.75 per 1 dozen bottles.

"PALL MALL" WHISKY,
Eleven years old, very fine quality. Each bottle bears an analyst's certificate.
The quality is guaranteed.
Price $20.00 per 1 dozen bottles.

C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY,
in Patented Bottles.
Price $10.75 per 1 dozen bottles

CHAMPAGNE BRUT.
A Natural, i.e., a Brut, Sparkling Wine, of the Vintage 1892; particularly suitable to the debilitated. The price is but $28.50 per one doz. quart bottles.

INVALIDS' PORT.
This Wine is old, soft, and delicate.
We strongly recommend it.
Analysed and Certificated by Professor Casali
Price $20.00 per 1 dozen bottles.

DOURO PORT,
This is a fine quality Wine of exceptionally good value.
Price $14.25 per 1 dozen bottles.

SHERRIES.
AMOROSO,
The Earl Mesa's shipping.
Price $20.00 per 1 dozen bottles.

LA TORRE.
Price $16.75 per 1 dozen bottles.
Pure and natural Wine; a tonic.

CLARETS
in Quarts and Pints.

LIQUEUR.
BENEDICTINE, D.O.M.
Price $39.75 per 1 dozen bottles.

Agents—SIEMSSEN & Co., HONGKONG. 40

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE. [43

PEAK HOTEL AND CRAIGIEBURN.

THE PEAK HOTEL is situated at Victoria Gap, adjoining the Tramway Terminus, 1,350 feet above sea level.

CRAIGIEBURN is situated at Plunkett's Gap, five minutes walk from Peak Hotel.

Fine healthy location—variety of beautiful scenery.

Cool southerly breezes in Summer, with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA, Manager.

City Office, 7, Duddell Street. [a77

METROPOLE HOTEL,

SAUKIWAN ROAD.

AN easy and delightful drive from the City.

Finest Brands of Wines, Spirits, and Beers.

BILLIARDS.

Telephone No. 123.

CHAS. DALTON, Manager.

Hongkong, 15th October, 1898. [1057

"BOA VISTA" HOTEL MACAO.

THE only FIRST CLASS HOTEL in the Colony. Very moderate terms by the day or month. European Management.

MACAO is distant 40 miles West of Hongkong and the journey is made each day (SUNDAYS excepted) by the Magnificent Saloon Steamer "HEUNGSHAN" in 3 hours, leaving Hongkong at 2 P.M. and Macao at 8 A.M.

Connection made by Company's Steamer to and from Canton.

Tourists should not miss the chance of visiting this famous old City.

For Terms, apply THE MANAGER.

Telegraphic Address, "Boavista." [956

HING KEE HOTEL

(ESTABLISHED 1873)

MACAO.

A NEW large 3-storey building has been specially built in place of the old well-famed establishment. It is pleasantly situated in the centre of PRAYA GRANDE, facing south, commanding a charming view of the sea on the front.

All Bed-rooms well furnished and comfortable.

Cuisine Excellent. Terms Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE." [1420

VICTORIA HOTEL,

SHAMEEN, CANTON

GOOD ACCOMMODATION, Excellent CUISINE. Every CONVENIENCE for TOURISTS.

MADAR & FARMER, Proprietors. T. F. da CRUZ, Manager.

Telegraphic address: "VICTORIA."

A. B. C. Code used.

Canton, 1st November, 1898. [2345

THE NAGASAKI HOTEL, LIMITED, NAGASAKI.

The FINEST HOTEL in the Far East.

NEWLY OPENED.

Cuisine under an Experienced French Chef.

Moderate Tariff.

E. F. INMAN, Secretary & Manager.

Nagasaki, 16th February, 1899. [95

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. ....Every quarter of an hour
8.50 a.m. to 9.30 a.m. ....Every ten minutes.
9.30 a.m. to 10.45 a.m. ....Every quarter of an hour.
11.30 a.m. to 3.00 p.m. ....Every quarter of an hour.
3.30 p.m. to 6.30 p.m. ....Every quarter of an hour
6.30 p.m. to 8.00 p.m. ....Every ten minutes.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.

8.15 a.m. to 10.15 a.m. ....Every half hour.
10.30 a.m. to 11.00 a.m. ....Every ten minutes.
Noon to 2 p.m. ....Every quarter of an hour
2.45 p.m. to 8 p.m. ....Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st May 1899. [955

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE

Absolutely Smokeless and Water-resisting

THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES:—

	Loaded with Powder only	With Powder and 1 oz. of Shot
Primrose Cases	$5.65	$7.40
Pegamoid Cases	6.25	8.00
Ejector Brass Cases	6.90	8.65

5% discount on orders of 1,000 and over.

Apply to, WM. SCHMIDT & Co., Gunmakers.

Hongkong, 27th July, 1897. Hongkong. [14

SHIPPING.

ARRIVALS.

May 6, FUSHUN, British steamer, 1,504, W. H. Lunt, Canton 5th May, General.—CHINESE.

May 6, CHINGTU, British str., 1,459, S. W. Moore, Sydney 6th April, General.—BUTTERFIELD & SWIRE.

May 6, TRIUMPH, German str., 875, Rieks, Pakhoi and Hoihow 5th May, General.—A. R. MARTY.

May 6, SULLBERG, German str., 782, Jessen, Canton 5th May, General.—SIEMSSEN & Co.

May 6, PLOVER, British gunboat, C. V. de M. Cowper, Manila 3rd May.

May 6, CLARA, German steamer, 675, Hansen, Haiphong and Hoihow 5th May, Rice and General.—JESSEN & Co.

May 6, KONGUBA MARU, Jap. str., 1,408, K. H. Shuna, Moji 30th April, Coal.—DODWELL & Co., LD.

May 6, KWANGLEE, Chinese str., 1,505, R. L. Lincoln, Shanghai 3rd May, General.—CHINESE.

May 6, SARPEDON, British str., 3,023, J. Grier, Shanghai 3rd May, General.—BUTTERFIELD & SWIRE.

May 6, SISHAN, British str., 849, Jones, Saigon 2nd May, Rice.—BRADLEY & Co.

May 7, BENLOMOND, British str., 1,752, McIntosh, Saigon 2nd May, Rice.—GIBB, LIVINGSTON & Co.

May 7, DAGMAR, Norwegian str., 921, Neilsen, Newchwang 30th April, and Chefoo 1st May, General.—GEO. R. STEVENS & Co.

May 7, HIKOSAN MARU, Jap. str., 2,245, Fusiki, Kutchinotzu 30th April, Coal.—M. B. KAISHA.

May 7, MARQUIS BACQUEHEM, Austrian str., 2,740, C. Androvich, Kobe 30th April, General.—SANDER, WIELER & Co.

May 7, PRONTO, German str., 632, Grandt, Swatow 3rd May, General.—DOUGLAS LAPRAIK & Co.

May 7, TATEGAMI MARU, Japanese str., 1,688, Tornee, Nagasaki 2nd May, Coals.—M. B. KAISHA.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 6TH MAY.

Taksang, British str., for Swatow.
Pauting, British str., for Shanghai.
Sumidagawa Maru, Japanese str., for Swatow.
Sullberg, German str., for Chefoo.
Kyotag Maru, Japanese str., for Saigon.
Gloucester City, British str., for Saigon.
Hupeh, British str., for Hoilo.
Monmouthshire, British str., for Moji.
Benlawers, British str., for Nagasaki.
Formosa, British str., for Swatow.
Hoihow, French str., for Hoihow.

DEPARTURES.

May 5, CATAMIA, British str., for New York.
May 6, ERNEST SIMONS, French str., for Europe, &c.
May 6, CEYLON, British str., for Shanghai.
May 6, HAINAN, German str., for Chefoo.
May 6, ESMERALDA, British str., for Amoy.
May 6, LOONGMOON, German str., for Shanghai.
May 6, PHRANANG, British str., for Swatow.
May 6, HERMES, Norw. str., for Canton.
May 6, TAKSANG, British str., for Swatow.
May 6, PAOTING, British str., for Shanghai.
May 6, KYOTO MARU, Jap. str., for Saigon.
May 6, MONMOUTHSHIRE, British steamer, for Portland (Or.)
May 6, BENLAWERS, British str., for Nagasaki.
May 6, WHAMPOA, British str., for Canton.
May 7, SUMIDAGAWA MARU, Japanese str., for Swatow.
May 7, SULLBERG, German str., for Chefoo.
May 7, GLOUCESTER CITY, British str., for Saigon.
May 7, HUPEH, British str., for Hoilo.
May 7, FORMOSA, British str., for Swatow.
May 7, HOIHAO, French str., for Hoihow.

PASSENGERS.

ARRIVED.

Per *Chingtu*, from Sydney—Mr. and Mrs. Beaton, infant and nurse, Rev. Dr. and Mrs. Abbott, Mr. and Miss Roberts, Misses Dally, and A. Craig, Messrs. P. A. Lamb, McGregor, Gaddum, Scarlett, Ramsden, Guerin, Daniels, Hilson, Rev. Francis Taso, Rev. Quintin Alcade, Lasson, Regalado, Mr. and Mrs. Wilson, Mr. Yamamoto Hagashi, Miss Nagata, Mr. Gois, Mrs. Ming and three children.

Per *Kwanglee*, from Shanghai, Mr. J. Haulon.

Per *Pronto*, from Swatow, Mr. Tamsen.

DEPARTED.

Per *Esmeralda*, from Hongkong, for Amoy, Mr. and Mrs. E. Bonear, and child; for Manila, Mr. and Mrs. F. M. de Jesus, and child, Mr. F. Schwalbe, Mr. and Mrs. Wildman.

Per *Ernest Simons*, from Hongkong, for Saigon, Mr. P. Guévin; for Singapore, Messrs. T. S. Hope Simpson, l'Abbé J. B. Martinet, L. Eguia, and Miss Schinker and one child; for Colombo, Mr. J. S. Fenwick; for Marseilles, Messrs. C. Geell, J. Alto, J. C. Hillson, G. Kowaki, J. Clotet, O. Camps, S. Farré, Mr. and Mrs. Farrow and three children and Mr. and Mrs. German Garibaldi.

Per *Ceylon*, from Hongkong for Shanghai, Messrs. E. J. Thirkell, Fred. S. Hadrs, and J. A. Stagg; for Nagasaki, Mr. Mordaunt; for Kobe, Messrs. P. Newson, T. Remick, and A. S. Covil. For Shanghai from London, Mr. F. A. P. May, Major and Mrs. H. H. Starr, and Mr. J. H. Teesdale. For Kobe from Port Said, Mrs. G. T. Croxton, and Miss Burpee. For Yokohama from London, Mr. W. Walter, Mr. and Mrs. W. Wallace, and Mrs. Camoren; from Marseilles, Mr. Soley; from Singapore, Mr. A. J. Wicks.

VESSELS IN DOCK.

ABERDEEN DOCKS.—

KOWLOON DOCKS.—Isla de Cuba, Isla de Luzon, Henry Failing, Mating, Hongkong Maru, U.S.S. Charleston, H.M.S. Fame.

COSMOPOLITAN DOCK.—DonJuan de Austria, Bucephalus.

TO-DAY.

Auction of Crown Land Lot, No 97 at 3 p.m.
Meeting A. S. Watson & Co. Ltd. at noon

TRADE MARK.

THE OSAKA ALKALI CO., LIMITED.

KAWAKUCHI, OSAKA, JAPAN.

SPECIALLY REFINED OIL OF VITRIOL 66° Bé.

The refined acid is free from arsenic, selenium, nitrous acid, etc.
The refined acid is specially suitable for export.
The refined acid is specially suitable for petroleum refining.
The refined acid is specially suitable for mineral water making, on account of freedom from all poisonous substances.
The refined acid is perfectly safe from danger for employment in food and medicinal preparations.

H. KUSAKABE & CO., Agents.

Hongkong, 23rd March, 1899. [833

CARTRIDGES.

JUST LANDED.

CURTIS'S & HARVEYS' AMBERITE

Specially Loaded in England.

Patent Smokeless Sporting Gunpowder containing no Nitro-Glycerine

PRICE OF 12-BORE CARTRIDGES.

Loaded with Powder only.

Per 100	$5.25

With Powder and 1¼ oz. Shot.

Per 100	$6.75

Apply to BRADLEY & CO., Hongkong.

Hongkong, 25th April, 1899. [1158

INTIMATIONS

A. S. WATSON & CO.,

LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., F.C.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high "degree of organic purity and is "of most excellent quality for "drinking."

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY.

Established A.D. 1841.

[28

NOTICE TO CORRESPONDENTS

ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address PRESS—A B.C. Code.

P.O. Box 20. Telephone No. 12.

The Daily Press.

HONGKONG, May 8th, 1899.

THE truth with regard to the so-called opening of the inland waters of China seems at last to have filtered home and a gradual perception that the concession is not what Lord CURZON led them to suppose it was is apparently gaining ground in the House of Commons. Colonel WELBY in this connection raised the very important point of the right of foreigners to reside at other places than Treaty Ports, and the Government promised that this matter should receive their attention. But the most pertinent question was that put by Mr. ASCROFT, who asked the Under Secretary for Foreign affairs whether he was aware that the Chinese Government had restricted the freedom of navigation of these waters in such a way that steamers plying between two Treaty Ports could not avail themselves of the privileges? He is also reported to have added the question whether it was correct that a steamer engaged in the inland waters trade might not go beyond the next Treaty Port, but as the second restriction is covered by and included in the first question, there does not seem to have been much use in putting the second query at all. Mr. BRODRICK's reply was to the effect that no such restrictions as those referred to were contained in the regulations for the navigation of the inland waters as received from Her Majesty's Minister at Peking and published in the recently issued Blue Book (China No. 1, 1899).

In view of the attention we have given to the opening of these waters, and the numerous articles published on the subject in our columns, we view with satisfaction the awakening interest being taken in the matter at home. In the East we have so far succeeded that our leader of the 26th January was the means of calling the attention of the Shanghai community to this highly important subject, and Mr. DUDGEON's letter addressed to the *N. C. Daily News*, wherein he refers to our leader as an able and interesting article, was in its turn taken up by the Shanghai Chamber of Commerce and made the basis of a representation to Sir CLAUDE MACDONALD. Mr. BRODRICK was doubtless correct in his reply to Mr. ASCROFT, but we regret that so misleading an answer should have been allowed to pass unchallenged. It is true that the restriction referred to is not contained in the Regulations as published in the Blue Book, but if the Supplementary Rules issued by the Chinese Government for the working of these water had been looked at it would have been plainly seen that these restrictions were implied and understood as the basis of them. Surely Mr. BRODRICK, if he gave the matter that consideration which he stated was being given to it, would see that the Regulations stating that the waters were open are not sufficient to enable a shipowner to start steamers under them. He must know that all goods in China are taxed and that the taxes on them have to be paid somewhere and somehow, and that any Rules or Regulations which do not expressly provide for the amount to be paid and the place where it is to be paid must of necessity become a nullity. The result of the transit pass (soli might have taught him that, if he was unaware of it from other sources. Hence it is we say his answer was entirely misleading, and we regret to see that it passed unchallenged. If Mr. ASCROFT had taken the trouble to refer to the very Blue Book that was quoted in answer to his question he would on page 252 have found the Yangtsze Regulations, wherein, as we have again and again pointed out, certain places called "ports of call" and others "passenger "stations" are provided along the course of that river where steamers running from one Treaty Port to another may stop and land or embark passengers or cargo, and that consequently it follows that these places being specified no others can be so used, and that this, in its turn, involves the logical conclusion that vessels running between treaty ports are not entitled to inland water privileges. This point we have frequently emphasized, but even at the risk of being tedious we would again point out the importance of it to all those, be they merchants or Ministers, who have any interest in the legitimate expansion of trade that must result from the unrestricted circulation of goods by steam power. Hitherto this circulation has been restricted in every possible way, and not least in supporting the antagonistic attitude of the Chinese Government have been our own officials. We will take as an illustration these same "ports of call," etc., on the Yangtsze. Months have been spent over drawing up rules under which cargo can be landed or loaded at them. The Rules are doubtless very able productions from a diplomatic point of view, but the great, and to the bulk of people, important fact remains, that no cargo ever is landed or loaded at them. The cargo belongs to Chinese who are willing enough to give the carriage of it to steamers if they can obtain any assurance as to what they will have to pay in the way of duties provided they do so. The assurance is forthcoming quickly enough as regards the duty payable to the I. M. Customs, but when in addition to that the merchant is told that his goods will be subjected to lekin before shipment and after discharge it is not to be wondered at that he declines to avail himself of the disadvantages of steam traffic.

We may remark in passing that the "passenger stations" at which vessels may stop, as published by the British Government in the Blue Book (page 252) and as published by the Chinese Customs do not agree. "Tungchow," or, as it is sometimes called, "North Tree," is omitted from the former; but this is about what might be expected when we see in the Inland Water Regulations that the word "small," having reference to steamers, was erased by the Minister as being unnecessary, and in the Regulations when published we find the expression "not of a sea-going type" has been allowed to be substituted for it. As Sir CLAUDE MACDONALD observed, "There "is no necessity for the insertion of the "word 'small.' The size of the steamers "may safely be left to be decided by the "necessities of navigation for the require"ments of trade." We can only repeat his statement with regard to the expression "not "of a sea-going type" and wonder which member of the Legation it was that allowed so important a restriction to escape his notice when translating the Chinese text of the Regulations into English?

No one can read through the pages of this last published Blue Book without seeing that the past year's work at Peking must have taxed the resources and energies of our Minister and his assistants to the utmost, and no one will, we are sure, begrudge Sir CLAUDE MACDONALD his well earned holiday, but in the fierce strife going on we cannot afford to let sentiment carry us away to the exclusion of more practical business considerations. Our contention has always been that in the opening of the inland waters of China the main point at issue, which is the placing of the carriage of the *domestic trade* of China on an equal basis of taxation, no matter what its means of transport, has been overlooked, and our contention is confirmed by what we find published in the Blue Book. In this, no reference is made to the Supplementary Rules which have been issued by the Customs. These, as we have pointed out in our previous articles, are the important point in the whole concession, and judging by the result it would appear that they are not satisfactory. We again repeat that before anything can be done the duties payable on cargo shipped in steamers and or in native boats must be published in full by the Chinese Government and means must be taken to ensure that they are levied on all alike. Why! the very point which Sir CLAUDE MACDONALD in the case of the Yangtsze allows for the safeguarding of the lekin revenue, viz., that inland waters steamers shall only tow on that river when specially authorized to do so by the Customs, is being made use of by the lekin authorities on the West River to defeat the end he had in view. The lekin officials of Kwangtung, finding that revenue would surely be diverted from their pockets to the Imperial exchequer unless they devised some means whereby the quickness of steam carriage could be combined with the payment to them of duty on cargo carried, have arrived at that end by means of the very vessels which our Minister was careful to state, as an amendment to his Inland Water Regulations, should be authorized to tow by the Customs. These authorized steamers take in tow native boats coming under the lekin administration and by this means ensure that the cargo carried shall pay duty to the provincial authorities on a tariff which is alone known to those whose interest it is not to publish it. The absurdity of the statement made by Sir CLAUDE MACDONALD in his despatch No. 469 when referring to the resolutions made by the Newchwang residents with regard to the inland waters is only too apparent to anyone familiar with the condition of things in China. He says (Blue Book, page 356) "The right exists; it is for "the merchants to make use of it." This in spite of the fact which must have been well known to him at the time, that the amount of duties payable on those merchants' cargo had never yet been published or declared by the Chinese Government. Mr. BRENAN the other day, in his reply to the Shanghai Chamber of Commerce, made a somewhat similar statement, the pith of his argument being "the waters are open, go ahead and "use them," quite ignoring, like the Minister, the question of the amount to be paid in duties. The Minister may have done it through ignorance. We don't think Mr. BRENAN could plead the same excuse!

The fact is we have had about enough of such diplomatic expressions as "the duties "to be paid shall be the same as those paid "by native craft or native goods," or something else equally vague, and it is about time we insisted on knowing what there is to pay and have it stated in hard dollars which admit of no discussion. Until that is done the British Government can rest assured that the opening of inland waters will remain the barren concession it has been up to date.

A NOTIFICATION appears in the *Gazette* to the effect that the officers of the Post Office cannot undertake either to affix stamps to correspondence or to see that servants purchase or affix the proper amounts; nor can they undertake to find articles intended for registry which have been posted as ordinary correspondence without asking for a receipt at the time. It is added that "servants to whom corres"pondence for registration is entrusted "should be told to ask (orally) for a re"ceipt, and not to give up the article until "they have made it understood that one is "required. Nothing else will do. Messages "in chit-books or on pieces of paper gener"ally escape attention until it is too late to "attend to them." But would it not be possible, by some small addition to the staff of the Post Office, to arrange a system, by which it might be possible to communicate with the Post Office by writing? Under the present Postmaster-General there is an evident desire to place the department on a satisfactory footing and to meet the public convenience, and we would suggest to Captain HASTINGS that this question of the attention to be given to written communications might with advantage receive reconsideration. The matter is not one that very much affects commercial firms, who usually have properly trained messengers to send to the Post Office, but for private residents, and especially ladies, it is a distinct disadvantage that they cannot send a note to the Post Office with any certainty of having it attended to. A public department, we take it, should be adapted as far as possible to local conditions, and in Hongkong the conditions are such as to render it necessary to send in writing many messages that in a European country would be delivered orally. The average coolie does not understand English sufficiently well to be able to deliver a message in that language by word of mouth, and consequently the message has to be written. Nor is it an easy matter to make a chair coolie understand that he is not to give up a letter intended for registration until he has obtained a receipt for the same, as those who have tried the experiment know to their cost. The coolie, with his limited intelligence, cannot conceive of any higher form of receipt than the Post Office "chop" on his chit-book or chit-paper, and with that he will return to his employer with a happy consciousness of duty faithfully performed, no matter what detailed instructions may have been given him as to getting a receipt in proper form. The consequence is that letters sent for registration and so marked are posted as ordinary correspondence, the only receipt the sender obtains being the Post Office stamp on the chit-book, which signifies simply that the coolie has handed a letter in. The messages requesting registration, we are officially informed, "generally "escape attention;" but the word "regis"tered" written across the letter would not be likely to escape attention should the letter happen to fall into the hands of a dishonest postman, in which case it would costitute a direct uncentive to theft. We are told in one paragraph of the Postal Guide that the Post Office declines all responsibility for unregistered letters containing bank notes or jewellery and where registration has been neglected will make no enquiries into alleged losses of such letters, and at the same time we are also told that written requests for registration will not be attended to.

A new serial by Ina Duffus Hardy, entitled "MacGillerey's Millions," will be commenced in the *Daily Press* of Saturday next.

The maximum temperature last month was 83, on the 14th, and the minimum 59.2, on the 7th. The mean for the whole month was 69.9. The rainfall amounted to 3.14 inches.

Mr. Erich Georg, in his Weekly Share List dated 6th May, says:—A very fair business has been transacted during the week under review, and several stocks, notably Bank shares, Dock shares, China Sugars, Hotels, and Charbonnages have improved considerably.

The match between Mr. Pinckney and Captain Langhorne on Saturday in the semi-final for the championship in the Cricket Club Lawn Tennis Tournament resulted in a victory for Mr. Pinckney, who won three setts (6-2, 6-2, 6-2) to Captain Langhorne's one (6-4).

At the Magistracy on Saturday the owner of a dust-cart was fined $5, or 14 days, for wasting water. Mr. J. McGregor Forbes said that at about seven o'clock on Saturday morning he was coming from the Racecourse, when he saw a large amount of water flowing from a fountain into the side channel. There was a large number of people round the fountain, and defendant and one or two coolies were throwing bucketfuls of water on a dust cart. The tap of the fountain was running freely, and when there were no buckets under the tap the water was allowed to run into the side channel.

The following returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th April, as certified by the managers of the respective Banks, are published:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China...	$2,705,374	$1,500,000
Hongkong and Shanghai Banking Corporation	6,864,500	4,500,000
National Bank of China, Limited..................	446,892	150,000
Total......	$10,016,766	$6,150,000

8007 NEWSPAPERS RECOMMEND MACNIVEN & CAMERON'S PENS.
THE WAVERLEY PEN, for Easy Writing.
THE FLYING SCOTCHMAN PEN, instead of a Quill.
THE FLYING J writes 200 words per dip.
WAVERLEY WORKS, EDINBURGH.

We have to acknowledge receipt of Cassell's publications for April. In *Cassell's Magazine* there is an article on "Notable Englishmen in foreign employ," which includes brief notices with portraits of Sir Robert Hart and Sir Halliday Macartney. It may be remembered that some time ago a correspondence took place in our columns concerning the nationality of Sir Halliday Macartney, the point at issue being whether he was a Scotchman or an Irishman. If the contributor to *Cassell's* may be accepted as an authority, honours must be considered divided, Sir Halliday being spoken of as "another British servant in the Irish personality of Sir Halliday Macartney," while farther on we are told that "He is the son of a Scotchman of Dundrennan and of an Irish lady." Concerning his claims to distinction we are told that "many a time has his diplomatic firmness and remarkable foresight prevented that slow-moving monarch, the Chinese Emperor, from rushing into disastrous escapades with neighbouring Powers." "But what about the kidnapping of Sun Yat-sen in London? Was that a disastrous escapade? In the *Quiver* (the Easter number) there is an interesting and timely article on the Centenary of the Church Missionary Society. Both magazines have their usual excellent supply of fiction and of miscellaneous articles.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 4th May.

FRANCE AND SIAM.

The *New York Herald* now states that the news concerning the cession of Luang Prabang to France is denied, but that negotiations to settle pending difficulties are proceeding in Paris and M. Doumer has been instructed to push matters.

THE SOUDAN.

Ibrahim Ali, Lord Kitchener's envoy to the Sultan of Darfur, found on his arrival that the latter had been dethroned. The Usurper routed Ibrahim Ali's escort of 150 men, killing 120 of them. The survivors have returned to Omdurman.

THE COTTON CRISIS.

The Cotton crisis has ended by the men accepting an advance of 2½ instead of the 10 per cent. demanded.

LONDON, 5th May.

AUSTRALIAN FEDERATION.

The Federal Referendum in South Australia shows 65,000 voters in favour of and 17,000 against Federation.

GREAT BRITAIN AND THE TRANSVAAL.

It is believed that the question of the Dynamite monopoly in the Transvaal is becoming acute on account of Mr. Chamberlain viewing it as breach of the London Convention.

A Petition, purporting to be signed by 9,000 Uitlanders, has been presented to the President denying the grievances recited in the British Petition to the Queen.

SUPREME COURT.

6th April.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HON. W. M. GOODMAN (ACTING CHIEF JUSTICE), WITH COMMANDER W. C. H. HASTINGS, R.N. (RETIRED) AS ASSESSOR.

CLAIM AGAINST A BRITISH WAR-SHIP.

Wong Tat Choy, owner of a Kwong Loong Tai junk, brought an action against Captain G. A. Callaghan, R.N., H.M.S. *Hermione*, to recover $8,000 for damages sustained by collision.

Mr. Slade (instructed by Messrs. Johnson, Stokes and Master, appeared for plaintiff and Mr. Robinson (instructed by Mr. Dennys) for defendant.

Lieutenant Davidson, officer of the watch on the *Hermione*, said the evening of the sixth of March was fine but dark, there being no moon or stars. The sea was smooth. He first knew of the proximity of the junk when he saw a small light 30 or 40 feet on the starboard bow—about a point, or less than a point. He gave the order to port and immediately afterwards gave the order hard-a-starboard. Between the orders there was not sufficient interval to allow of the first order being carried out. He gave the second order so that they would not run bows on. When he first saw the light there was no possibility by any manœuvring to avoid touching the junk. Following the order he called out "Stop, full speed astern both engines," and this order was executed, but it practically had no effect on the *Hermione* prior to the collision. The direction of the junk's course at the time was south easterly. The effect of the impact on the junk was that the latter turned over and then she passed to the starboard of the *Hermione*. The flash light was turned on and every effort made to save the lives of those on the junk. The *Hermione* stood by for about half-an-hour and then went on to Hongkong. Not more than ten seconds elapsed between his sighting the junk and the impact. Prior to that ten seconds the junk had not shown any light at all. During the interval of ten seconds the junk showed a very small light—a kind of head light, placed on the deck. He had heard it stated by witnesses on the other side that the junk carried a stern light seven feet above deck, and over 20 feet above the water, but this was not true. The distance from the fore bridge of the *Hermione* to the stem was about 60 feet, and the point of impact was about ten feet from the stem. He could say positively that the *Hermione* did not strike the junk stem on. He told Mr. Little to tell the Captain, and witness himself rang the electric bell which communicated with the captain's sleeping cabin. About half a mile off he saw the lights of two junks. During the previous half-hour the *Hermione* passed other junks, some showing lights and others only showing lights as she passed them. Everybody was on the bridge at the time carrying out their duty under his observation.

In answer to Mr. Slade witness said that during his watch he had not had occasion to alter his course, though during the previous half-hour he had passed other junks. He had been pretty close to some of the junks and had had one or two narrow escapes of collision. He thought the signalman picked out the junk first, calling out that there was a light on the starboard bow. Witness was at this time just crossing from the port side to the starboard—that was in consequence of the signalman calling out. He picked up the light of the junk himself at once on getting to starboard. He saw the light moving, and gave the order to port because he judged that the junk was crossing their bow by seeing her light cross. He could not make out the hull of the junk or her sails. He did not take out his glasses because the signalman spoke very sharply. When he first saw the light he realised that it was quite close, but it did not strike him to go full speed astern at once because he thought at first they could avoid the obstruction. The Captain of the *Hermione* held an enquiry. He could not understand why in his report to the Vice-Admiral the Captain used the words, "But the ship struck the junk and passed over her."

C. J. C. Little, midshipman on the *Hermione*, said he heard the signalman call out that there was a junk on the starboard bow. Mr. Davidson called upon him to go for the Captain. He saw the junk about 20 or 30 yards off. There was a dim light on her deck.

A signalman gave evidence.

N. J. Bolkin, a bluejacket on the *Hermione*, said he was keeping the starboard watch between one and two o'clock. About half-past one o'clock a small dim light appeared about 20 yards away on the starboard bow. Witness reported the light almost simultaneously with the signalman. He did not see the junk until she came into collision.

In cross-examination, witness said the *Hermione* did not pass over the junk.

A. E. Rainer, bluejacket, who was on the port lookout, said he observed a low light on the starboard. That was the only light he observed on that junk.

In cross-examination witness said when the junk was struck, she swept past the starboard side of the *Hermione*.

M. O'Conner, quartermaster on duty at the time of the collision, said the first time he was aware of the presence of a junk was the order "port," immediately followed by "hard-a-starboard" from Mr. Davidson. In obedience to the first order he turned the wheel three spokes, when he got the second order. Putting the wheel over three spokes did not affect the course of the vessel. Before the collision occurred, she could only have payed off a few degrees. The engines were immediately reversed.

In answer to Mr. Slade witness said the wheel was only half way over to starboard when the collision occurred.

H. J. Chaffe, artificer in charge of the engine room at the time of the collision, spoke to the telegraph from the bridge signalling "stop, full speed astern" and then "stop."

Captain Callaghan spoke to having been awakened about half-past one o'clock on the night of the collision. On coming up the hatchway he looked over the starboard side and saw the wreck of a junk bottom upwards floating past. He hailed the bridge not to start the engines for fear that the screw might be fouled. He gave orders for the rescue of the crew of the capsized junk. He was of opinion the junk must have gone under when struck, and then came up as she passed along.

Judgment was reserved.

AFFAIRS IN THE PHILIPPINES.

THE AMERICANS MEET THE MAIN FORCE OF THE INSURGENT ARMY.

THE FORCING OF THE IMPASSIBLE RIO GRANDE AND ITS CONSEQUENCES.

HEROIC DEEDS OF THE KANSAS REGIMENT.

[FROM OUR CORRESPONDENT.]

Calumpit, 29th April.

The last few days have been characterized by the most vigorous and effective fighting of the campaign. The famous Rio Grande has been crossed in the face of all opposition and the backbone of the insurgent army is apparently broken. It was at this same river that the Spaniards fought so hard and lost so many men in obtaining control over the Filipinos in the last insurrection.

On Tuesday night General McArthur's troops reached the outskirts of the town of Calumpit, about thirty miles north of Manila. The railroad bridge was destroyed by the retreating natives, who dropped a 50 foot steel span into the river, but the army's progress was only temporarily checked, as the artillery, baggage train, and ambulances were dragged through the river Bagbag and landed with small loss on the opposite side, about a mile from the centre of Calumpit. For a day and a half the two armies hammered away at each other until finally the insurgents escaped across the Rio Grande and made a stand in their trenches on the north bank. The river is one of the largest in Luzon, far too deep and broad for a large force to cross without boats. The bridge was not seriously damaged, although the flooring, rails, and many of the steel girders were removed, making it impossible to pass except one by one holding on to the side guards. The trenches were the strongest and most skilfully constructed of all that have been encountered. For three miles the north bank was protected with earthworks 15 feet thick at the base ranging to six and eight feet at the crest. It was evident that the enemy intended to make a stand such as never had been attempted before. They were using a small brass muzzle loading cannon that was fired with great regularity but little effect, in addition to their infantry, which was protected from the American schrapnel by a long line of bombproof loopholed trenches. For sixteen hours the Insurgents stuck to these trenches and fought like demons, while the Americans lay in the brush and long grass on the edge of the opposite bank scarcely 250 yards distant. It is little short of miraculous that the mortality lists of both sides was not very great.

COLONEL FUNSTON'S AND KANSAS TROOPS HEROIC WORK.

Finally, about ten o'clock on Thursday morning, two privates of the Kansas Regiment stripped off their clothes and swam toward the Insurgent bank, carrying a rope as they went. Both dived low and remained under water for some moments, coming up to breathe about fifty feet from the American side. They were under the direct fire of the enemy and bullets rained on all sides of them until they had more than passed the centre of the river, where the height of the enemy's works prevented them from firing directly down. As the men reached the bank a great cheer went up, and quickly making the rope fast they lay down flat at the water's edge shielded from the flying bullets. A raft was hastily constructed and Colonel Funston with eight men boarded it and began to guide themselves across by the rope. From every available point the enemy poured in a galling fire, rapidly decreasing, however, under the shelling of the American artillery, which fire was concentrated just a little above the intended landing point. Two companies were ferried across on the raft and then the gallant Colonel charged up the bank and over the trenches, quickly routing the enemy and obtaining a flank fire. In a few moments they were on the retreat and General Wheaton ordered the Montana Regiment to cautiously cross the damaged bridge and reform on the railroad track. The bullets of the retreating enemy struck the bridge in a hundred places, but fortunately only two men were wounded in crossing. As soon as the men were safely over the battle was renewed, the Insurgents having made a stand from reserve trenches about 1,000 yards beyond the bridge. In half-an-hour they were driven out of these and the position was practically won, with a brass cannon and several rifles to boot. As the fight had been going on for several hours, the order was given to cease firing, and the men lunched on what scanty rations they carried in their haversacks.

After waiting about half-an-hour, a long line of men were observed coming from the direction of Macabebe and as they drew nearer two regular skirmish lines could be distinguished, firing line and reserves. The approach was so orderly that for twenty minutes the troops held fire, not knowing whether by some change a regiment had been sent around to carry out a flank movement. When the newcomers were within 2,000 yards their white straw hats were seen and then it was known that the main Insurgent army was on the plain ready to give battle. A heavy fire was immediately opened, though the artillery was still on the other side of the river, having been unable to cross. At the first volley the enemy dropped like a single man and began a return fire which lasted for some thirty minutes; then the long line commenced a slow retreat. A single officer, General Luna, mounted on a black charger, dashed up and down the lines, apparently exhorting his men to return to the fray, and finally they did turn and came back on the run, fully 2,000 of them. This time they came on the double time to within 1,800 yards and then they dropped again and opened fire, which was vigorously returned by the waiting Americans. A small party of three companies of the Kansas regiment swung round into the brush and in a few minutes obtained a flank fire that noticeably worried the Filipinos, and again they retreated, still in perfect order, and continued on, over into the brush, about half a mile to the west. A magnificent opportunity was lost for a great battle. The advance guard of General Wheaton's brigade pressed up as far as Apalit, some two miles along the railroad, and succeeded in routing the natives before they had set fire to much of the town. A heavy thunder and rain storm put a stop to the day's operations and the troops went into camp in the open fields.

GENERAL McARTHUR'S OPINION.

Major General McArthur says that the forcing of the Rio Grande, which is an impassible river defended by a very strong force, heavily intrenched, was a remarkable military event.

The battle of the Rio Grande marks a definite period of the war and it is the consensus of opinion that its result will greatly tend toward the demoralization of the Insurgent army.

FATAL ACCIDENT IN THE HARBOUR.

The U. S. cruiser *Charleston*, which returns to Manila from Hongkong to-day, celebrated the first anniversary of her commission on Saturday last, sports being held on board in the afternoon and a masquerade ball taking place at night; the band of the Royal Welch Fusiliers supplying the music.

It had been arranged to have boat races as well, but they were abandoned in consequence of a regrettable accident which occurred in the morning. At about half-past nine the steam launch *Connie* was lying alongside the *Charleston*, the occupants of the launch being Mr. Meyers, agent for Pabst Beer Company, and several Chinese. She lay immediately under the *Charleston's* whale boat, in which were an ordinary seaman and a couple of apprentices, who were clearing out the boat and getting her ready for the race in the afternoon. One of the apprentices accidentally touching the lever with his foot, the boat was released from the davits and fell heavily upon the launch, smashing the top of the deck-house to splinters. Mr. Meyers was seriously injured about the head and internally and two of the Chinese crew were also badly hurt, one of them, who has since died, having his back broken. Others of the launch's crew were slightly injured, as also were those in the whale boat. The *Charleston's* surgeon was promptly in attendance, and having seen to the injured the *Connie* returned with them to Pedder's Wharf, whence they where conveyed in ambulances to the Hospital.

We regret to say that Mr. Meyers died at about half-past seven yesterday morning. He was buried in the afternoon in Happy Valley, wreathes being sent from the *Charleston*. Much sympathy is felt for his widow, who was staying with him in the colony, in her sudden bereavement.

THE PLAGUE.

On Saturday an engineer, named James McInnes, on board Messrs. Marty's steamer *Haiting* was found to be suffering from plague and was removed to the hospital at Kennedy town, a Chinaman similarly afflicted being removed from the same ship.

At the Magistracy on Saturday Mr. T. Sercombe Smith had before him a Chinese doctor named Mong Mok Shang, who lives at No. 53, Queen's Road West, on the charge of neglecting to report a case of plague, the case being that of a Chinese lady who died at 63, Third Street. Defendant tried to evade the Magistrate's questions with regard to the time he had been in the Colony, and as to what the disease was his patient was suffering from. In answer to a series of questions, he said the cause of death was due to heat and then excessive heat. "Was it plague?" asked the Magistrate. "You might call it plague," replied the medico. —His Worship:—Is it the same thing that lots of people have been dying of in Tungkun?—Defendant:—Yes. He added that he did not know the law, whereupon His Worship told him that he should not practise until he did. His duty as a doctor was to report a case of plague as soon as it came under his notice. A fine of $10, or seven days, was imposed.

ENGINEERS AND EXECUTIVE RANK IN THE NAVY.

The question of giving Engineers in the Navy Executive rank, which has been long agitated in the British Navy, has been satisfactorily settled in connection with the United States Navy. An Act of Congress, approved 3rd March, 1899, "To reorganise and increase the efficiency of the personnel of the Navy and Marine Corps of the United States" enacts in the first section, "That the officers constituting the Engineer Corps of the Navy be, and are hereby, transferred to the line of the Navy, and shall be commissioned accordingly." Section 2 provides that engineer officers holding the relative rank of captain, commander, and lieutenant-commander shall take rank in the line of the Navy according to the dates at which they attained such relative rank. Section 4 provides that engineer officers transferred to the line who are below the rank of commander, and extending down to, but not including, the first engineer who entered the Naval Academy as cadet midshipman, shall perform sea or shore duty, such as is performed by engineers in the Navy, provided that any officer described in this section may, upon his own application, made within six months after the passage of this act, be assigned to the general duties of the line, if he pass the examination now provided by law as preliminary to promotion to the grade he then holds, failure to pass not to displace such officer from the list of officers for sea or shore duty such as is performed by engineers in the Navy.

TASMANIAN CAVERNS.

Probably few of our colonies are so little known as Tasmania, the Garden of the Southern Seas, and yet none possess greater scenic attractions, few have so pleasant a climate, or can compete in the hospitality of its people. In the Chudleigh district, reached from Launceston to Deloraine on the Ulverstone line (a branch line, I believe, now runs to Chudleigh direct) thence a delightful and picturesque drive of a couple of hours, are situated what are known as the Wet and Dry Caves. The former are a marvellous series of natural excavations extending for unknown distances through the bowels of the Great Western Range Mountains. In order to explore them with security, owing to the numerous turnings and twistings and the similarity which they they bear one to the other it is wise to procure the services of a local guide, who will provide ropes, poles, etc., a change of apparel being then all that is necessary to take on one's own part. The drive to these caves is through scenery truly tropical, the air being redolent with the perfume of the yellow wattle bloom, blended with the fragance of a thousand wild flowers hidden neath the shadow of the eucalypti, the lofty gum (blue), and resplendent waratah. Although the waters which flow along the floors of these caverns seldom exceed a depth of from one to two feet, care is required to avoid the occasional deep holes which are known to exist, some of which have been proved to be unfathomable. Nothing more beautiful can be conceived than the marvellous stalactitic and stalagmitic formations. The scene is still further enhanced owing to the care which is expended on their preservation, which enables one to behold them in all their crystalline and pristine beauty. If the eye is pleased, the ear is none the less charmed by the music of the waters in the stillness of those mighty depths, and the rhythmical cadences which float forth from the organ-shaped stalactic columns when struck, like the sound of some far off chime. If in their ordinary state these caverns call forth the wonder and admiration of the beholder, one may conceive their ineffable grandeur when illumined by the intermittent flashes of multitudinous coloured fires.

The Dry Caves, which are in the same district, but lying in a more north-westerly direction, are approached through a veritable virgin gum forest, which, on the occasion of the writer's visit, caught fire. Although the scene was wierdly grand and mighty, the flames creeping inch by inch, foot by foot, up and round the spectral gum trees, the dying monarchs of the primeval forest crackling and hissing as the relentless demon more tightly and closely gripped its prey, its close vicinity rendered the incident somewhat alarming, as these fires once started rage for weeks at a time. Situated at the base of a hill, their entrance hidden by a beautiful minature world of stately tree-fern, the smallest of which stands not less than 6 feet high, are the Dry Caves. They are of no great length no in any part of any considerable height, being but an immense cleft or crevice in the side of a hill of black limestone formation, caused by volcanic eruption. The stalactites and stalagmites, although interesting to the geologist in their primitive and original natural formation, owing to their having been wantonly destroyed *en masse* possess very little now to interest or instruct. The Fern Gully, through which it is necessary to pass to reach them, fully compensates, however, for any disappointment in themselves. The trunks of these tree ferns are covered by a lovely order of maiden-hair fern possessing a satin-like leaf delightful to the touch, whilst at their feet grow in profusion the bracken or rock fern, and through all flows the gentle murmuring of a Tennysonian brook.

J. W. H. B.

PACIFIC MAIL STOCK BUOYANT.

INDICATION OF IMPORTANT DEVELOPMENTS IN THE COMPANY'S AFFAIRS.

New York, 3rd April.

Pacific Mail was conspicuously buoyant today, getting up from 49¾ to 53, and although suffering in general reaction in the last hour it retained between two and three points of its gain to the close. Inside interests were credited with the heaviest buying of the stock, and in quarters where Pacific Mail information was usually good this buying was attributed to knowlege of important developments. It was intimated that people identified with one of the great Eastern steamship companies—possibly the International Navigation Company—have recently acquired large holdings of Pacific Mail Stock, and are negotiating for practical control of the property. It was impossible to confirm this rumor, but it was given credence in high quarters. The character of the recent buying of Pacific Mail stock would indicate that something of more than ordinary importance is pending in the company's affairs.

LATEST STEAMER MOVEMENTS.

The A. L. steamer *Vindobona*, left Singapore for this port on Saturday, the 6th instant.

The C. P. R. steamer, *Empress of India*, left Yokohama for Vancouver on Friday, p.m., the 5th inst.

The steamer *Indrapura*, from New York and Straits, left Singapore for this port on Saturday morning.

The N. Y. K. steamer *Miike Maru* (Bombay Line) left Singapore for this port on Saturday morning, and is expected to arrive here on the 11th inst.

The C. M. steamer *Kinlock*, from Glasgow and Liverpool left Singapore for this port on 5th inst., p.m., and may be expected here on or about the 11th instant.

The P. & O. steamer *Chusan*, with the outward English mail, left Singapore at 1 p.m. on Saturday, and may be expected to arrive here at 8 a.m. on Thursday, the 11th inst.

The C. P. R. steamer *Empress of Japan* arrived at Shanghai at 9 p.m., on Friday, and left at 6.30 a.m. on Saturday for Hongkong, where she is due to arrive at 3 p.m., to-day.

SHIPPING REPORTS.

The British steamer *Sishan*, from Saigon 2nd May, had light variable winds and fine weather.

The Chinese steamer *Kwanglee*, from Shanghai 3rd May, had light winds and calms throughout, with fine weather.

The British steamer *Sarpedon*, from Shanghai 3rd May, had light variable winds and calms with dull cloudy weather from port to port.

The British steamer *Chingtu*, from Sydney 6th April, Port Darwin 18th, and Manila 4th May, experienced moderate northerly winds and fine weather throughout the voyage. April 7th, spoke str. *Taiyuan*, in lat. 31.09 S., long. 153.5 E., from Hongkong for Sydney. April 24th, spoke str. *Tsinan*, in lat. 8.0 N., long. 121.51 E., from Hongkong for Sydney.

VESSELS PASSED ANJER.

April 17, Norwegian bark Noach VI., Dykesten, from Samarang for Port Natal.

April 17, Dutch str. Ardjoeno, Le Clercq, March 11, from Rotterdam for Batavia.

April 21, Dutch str. Koning Willem I., Bruijns, March 18, from Amsterdam for Batavia.

April 22, British str. Duke of Norfolk, Jenkins, April 22, from Batavia for London.

April 24, Swedish bark Medea, Andersen, Feb. 16, from Majunga for Samarang.

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1897, £13,558,989 0s. 0d.

I. AUTHORISED CAPITAL	£3,000,000	£ s. d.
SUBSCRIBED CAPITAL	2,750,000	
PAID-UP CAPITAL	....	687,500 0 0
II. FIRE FUNDS	....	2,743,819 7 9

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 23rd June, 1898. [1391

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [78

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & CO., Agents.

Hongkong, 16th May, 1892 [23

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSSEN & CO.

Hongkong, 29th May, 1895. [24

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & CO., Agents.

Hongkong, 16th November, 1872. [22

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phœnix Fire Office.

Hongkong, 17th August, 1887. [25

HANSEATIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS for above Company are prepared to ACCEPT Foreign and Chinese RISKS against FIRE at Current Rates.

EAST ASIATIC TRADING CO.

Hongkong, 1st January, 1899. [112

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.

A yearly premium of £23 2s. (age 30) secures the following:—

£2,000 in case of death by accident.

£1,000 in case of natural death.

£1,000 in case of permanent total disablement by accident.

£500 in case of partial total disablement by accident.

£5 per week in case of temporary disablement by accident.

Accidents insured against for £4 and £2 per annum (£1,000 in case of death by weekly payments in case of injury.)

For further particulars apply to

J. Y. V. VERNON, Agent.

Hongkong, 8th June, 1896. [1320

VICTORIA LITHOGRAPHIC WORKS

KENNEDY TOWN, HONGKONG.

THIS Establishment is now OPENED with full plant of NEW MACHINERY, &c., and is prepared to receive Order for plans, Views, Circulars, or any other class of Work.

Orders will be received at the Office No. 43, Wyndham Street, Care of Messrs. ARRATOON V. APCAR & Co.

Hongkong, 24th November, 1898. 558

QUAN WAH & CO.

DEALERS IN

AMERICAN, ITALIAN, & CHINA MARBLE MONUMENTS, TABLETS, &c., CHINA and ABERDEEN (Scotland) POLISHED GRANITE MONUMENTS.

NUMEROUS COLOURED ABERDEEN (Scotland) POLISHED GRANITE SAMPLES ON EXHIBITION.

DESIGNS & PRICES on APPLICATION at No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1898. [1086

CHEONG LEE & CO.

JEWELLERS.

BLACKWOOD FURNITURE, CURIOS, CHINA PORCELAINS, JAPANESE CLOISONNÉ, AND FOREIGN GOODS.

2382] No. 8, Queen's Road Central. Hongkong

JOHN WALKER & SONS'

FAMOUS

KILMARNOCK WHISKY.

This World-renowned, Fine OLD HIGHLAND WHISKY is shipped by CUTLER, PALMER & Co., and is obtainable in Hongkong of

G. C. ANDERSON, No. 13, Praya Central.

Hongkong, 26th July, 1897. [42

FOR SALE

KELLY & WALSH, LD.

NEW BOOKS AND NEW EDITIONS.

The NEW CHINA BLUE BOOK, Correspondence re Chinese Affairs...$ 2.00
La Mission Lyonnaise d'Exploration Commerciale en Chine, 1895-97, Avec Cartes, Plans et Gravures d'Apres les Documents Rapporter par la Mission 16.50
"Black and White" War Albums; Complete in 1 vol. ... 3.00
Khartoum Campaign, 1898, or the Re-Conquest of the Soudan, by Bennet Burleigh; Maps, Plans and Illus. ... 4.50
A Diplomatist's Wife in Japan; Letters from Home to Home, by Mrs. Hugh Fraser; 250 Illus.; 2 vols. 19.00
China and its Future, in the light of the Antecedents of the Empire, its People and Institutions 2.25
Military Dialogues, by Lieut. Col. Newnham Davis; Illus. by Caton Woodville 2.25
Among the Himalayas, by Major L. A. Waddell; Illus. by A. D. McCormick and others 11.00
The Horse, in the Stable and in the Field; its Management in Health and Disease, by "Stonehenge." 1899 Ed. Revised, 213 Illus. 13.00
All the World's Fighting Ships, 1899, by F. T. Jane; Plans, Diagrams and Illus. 9.00
China; "Story of the Nations" Series, by Prof. R. K. Douglas ... ...$ 3.00
Round the World on a Wheel; 19,237 Miles through 17 Countries and 3 Continents, by J. Foster Fraser; Illus.; Cloth 2.00, Paper 1.50
How to get strong and how to stay so, by W. Blaikie; Illus. 3.50
The United States of Europe on the Eve of the Parliament of Peace, by W. T. Stead; Maps and Illus. 70
La Strega, by Ouida 2.00
Java, the Garden of the East, by Mrs. Scidmore; Illus. 4.50
Pharos the Egyptian, by Guy Boothby 1.50
The Cleverest Woman in England, by L. T. Meade 1.50
A Fair Fraud, by Mrs. Lovett Cameron 1.50
Contraband of War: a Tale of the Hispano-American Struggle, by M. P. Shiel 1.50
The Veiled Man, by W. Le Queux 1.50
Chinese Poetry in English Verse, by H. A. Giles 3.00
In the Valley of the Yangtsze, by Mrs. Arnold Foster; 64 Illus. 2.00
Collected Poems, by Wm. Watson... ... 4.50
Memories and Portraits, by R. L. Stevenson 3.50
The Mystic Flowery Land; being a True Account of an Englishman's Travels and Adventures in China, by C. J. W. Halcombe; New and Cheaper Ed. 4.50

ROBINSON PIANO CO.

HIGH CLASS PIANOS

for HIRE or EASY PAYMENTS.

THE ONLY FIRM DEVOTED ENTIRELY TO MUSIC TRADE. [1694

W. BREWER & CO.

Picturesque Manila with 61 half Tone illustrations, by Peters, Paper Covers $ 2.00
On better paper and cloth 4.00
New Guide to the Philippines and Spanish Vocabulary 1.00
Yule Logs, by Henty 3.00
Workshop Receipts, 5 vols. 15.00
Amateur Work, 8 vols. 24.00
Ollendorff's Eng—Spanish with Key ... 5.50
With Nansen in the North, by Johansen... 3.50
The American Navy, by Morris 4.50
Marie Corelli's Birthday Book 2.50
Robert Brownings ditto 2.50
Mark Twain ditto 1.50
The Applause Reciter 0.70
Recitations Comic and otherwise 0.70
The Writing Desk Book 0.70

NEW STOCK OF

The Independent Stylograph Pens... ...$ 2.25
The Independent Fountain Pen 5.00
A. W. Faber's Pencils in large variety.
Porcelain Slates—Flat and Saxagon Rulers.
Chess, Draughts, and Boards.
AMERICAN TOBACCOS.

QUEEN'S ROAD, Hongkong. [80

MILWAUKEE BEER

is famous

PABST—

has made it so.

CARLOWITZ & CO.,
SOLE AGENTS.

655]

FOR SALE
AT
WHOLESALE PRICES
LADIES' & GENTLEMEN'S BICYCLES,
SEWING MACHINES.
Apply to
W. G. HUMPHREYS & CO.,
Bank Buildings.
Hongkong, 14th March, 1899. [1060

CARMICHAEL & BARLOW,
Consulting Engineers, Surveyors, and Contractors,
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships. Launches and light-draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale.
Telegrams, "CELESTE," Hongkong.
Telephone, 232.
H. F. CARMICHAEL.
B. J. BARLOW.
Hongkong, 31st March, 1899. [1209

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal).
LAUIS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1895. [1104

FOR SALE.

CHAS. HEIDSIECK'S
CHAMPAGNE, 1893 WHITE SEAL.
$38.00 ......per case of 1 dozen quarts.
$40.00 ......per case of 2 dozen pints.
ED. KRESSMANN & CO.'S
RED AND WHITE
BORDEAUX WINES.
C. G. HIBBERT & CO.'S
BOTTLED ALE & STOUT
SIEMSSEN & CO.
Hongkong, 5th May, 1899. [39

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP DEALER,
No. 37, ELGIN STREET, HONGKONG,
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.
Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED,
15 to 25 % Discount Allowed. [2566

PRIVATE BOARD AND RESIDENCE
Mrs. GILLANDERS.
GLENEALY BUILDINGS.
Hongkong, 9th January, 1896. [79

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1899.

CUTLER, PALMER & CO
WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to Hongkong for over half a century.
Apply to G. C. ANDERSON,
401 Hongkong, 13, Praya Central

BICYCLES.
JUST LANDED.
A Few
FIRST CLASS ENGLISH LADIES AND GENTS'
BICYCLES.
WM. SCHMIDT & CO.,
Gunsmiths.
Hongkong, 9th February, 1899. [1117

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation Free.
Hongkong, 23rd September, 1901 [1814

MITSUI BUSSAN KAISHA
No. 6, ICE HOUSE STREET, PRAYA CENTRAL.
Head Office.—TOKIO.
Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG, and all Ports in JAPAN.
AGENCIES:—
Miike Coal Mines.
Ohnoura Coal Mines.
Kanada Coal Mines.
The Miike Cotton Spinning Mill, Ld.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills.
Cotton Cleaning and Working Co., Shanghai.
Onoda Cement Company, Japan.
Kanegafuchi Cotton Spinning Mill.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.
Hongkong 4th August 1897. [2347

1899 1899 1899
NOW READY

MAIL TABLES.

THE Card published at the *Daily Press* Office contains:—
English Mails, homeward and outward
French " "
German " "
Canadian " "
Parcel Post
Calendar for 1899.
That is, more information than is given on one printed in London for which fifty cents is charged. The price of the locally printed correct card is 20 cents on paper, 30 cents on cardboard. Supplied only for cash by *Daily Press* Office or the Booksellers. [436

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO
Hongkong, 11th April, 1898. [769

AUCTIONS

GOVERNMENT NOTIFICATION.
No. 249.

THE following Particulars of Sale of CROWN LAND by PUBLIC AUCTION, to be held on the spot, TO-DAY (MONDAY), the 8th day of MAY, 1899, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 22nd April, 1899. [1227

Particulars of the Letting by Public Auction Sale, to be held TO-DAY (MONDAY), the 8th day of MAY, 1899, at 3 P.M., by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Rural Building Lot No. 97	Barker Road	100	100	50	50	5,000	20	600

GOVERNMENT NOTIFICATION.
No. 250.

THE following Particulars of Sale of CROWN LAND by PUBLIC AUCTION, to be held on the spot, TO-MORROW (TUESDAY), the 9th day of MAY, 1899, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 22nd April, 1899. [1241

Particulars of the Letting by Public Auction Sale, to be held TO-MORROW (TUESDAY), the 9th day of MAY, 1899, at 3 P.M., by Order of His Excellency the Governor, of One Lot of Crown Land at Tai Kok Tsui, in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. NE.	NW.	SE.	SW.	Contents in Square ft.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Kowloon Inland Lot 885	Tai Kok Tsui	10	25	26	10.2	270	3	84

PUBLIC AUCTION.

THE Undersigned will Sell by PUBLIC AUCTION, at his Sales Rooms, Zetland Street, No. 2,
ON
WEDNESDAY, 10th May, 1899,
Commencing at 2.30 P.M.,
A LARGE QUANTITY OF
HOUSEHOLD AND OFFICE FURNITURE,
OF EVERY DESCRIPTION,
Belonging to Gentlemen leaving the Colony.
For full Particulars see Catalogues which can be obtained from the Undersigned.
TERMS OF SALE:—Cash on delivery.
On View at the Undersigned's from MONDAY, 8th inst.
PAUL BREWITT,
Auctioneer.
Hongkong, 8th May, 1899. [1282

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has been instructed to Sell by PUBLIC AUCTION,
ON
THURSDAY, the 25th May, 1899,
at 2.30 P.M.,
at his Offices in Duddell Street,
in 7 Lots.
THE FOLLOWING VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTIES, viz.:—
LOT 1.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria in the Colony of Hongkong registered in the Land Office as SECTION C OF INLAND LOT NO. 1,414.
Area 538 square feet. Annual proportion of Crown Rent $8.00.
The premises situate upon it are No. 244, QUEEN'S ROAD CENTRAL and consist of a three storied Chinese Shop used as a portion of "The Sportsman's Arms" and are let on a lease for 5 years from the 1st March, 1898, at the monthly rental of $45.00 and taxes.
LOT 2.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid and registered in the Land Office as SUBSECTION No. 2 of SECTION N OF INLAND LOT No. 211.
Area 538 square feet. Annual proportion of Crown Rent $8.40.
The premises situate upon it are known as No. 332, QUEEN'S ROAD CENTRAL and consist of a three storied Chinese Shop.
LOT 3.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid and registered in the Land Office as SECTION C OF MARINE LOT No. 199.
Area 1861 square feet. Annual proportion of Crown Rent of $20.85.
The premises situate upon it are known as No. 212, PRAYA WEST, and consist of a two storied Chinese Shop.
LOT 4.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid and registered in the Land Office as SECTION K OF MARINE LOT No. 199.
Area 667 square feet. Annual proportion of Crown Rent $7.50.
The premises situate upon it are known as No. 371, QUEEN'S ROAD WEST, consisting of a two storied Chinese Shop and No. 3, SAI HING LANE, consisting of a godown.
LOT 5.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid and registered in the Land Office as SECTION B OF MARINE LOT No. 198.
Area 1,576 square feet. Annual proportion of Crown Rent $19.20.
The premises situate upon it are known as No. 224, PRAYA WEST, and consist of a two storied Chinese Shop.
LOT 6.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid and registered in the Land Office as SECTION H OF MARINE LOT No. 198.
Area 974 square feet. Annual proportion of Crown Rent $11.50.
The premises situate upon it are known as No. 4, ON NING LANE, and consist of a Chinese godown.
LOT 7.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid and registered in the Land Office as the Remaining Portion of MARINE LOT No. 238, together with the Reclamation to the Remaining Portion of the said Lot.
Area of LOT 443 square feet. Annual proportion of Crown Rent $7.84.
The premises situate upon it are known as Nos. 50 and 51, PRAYA WEST, and consist of a Chinese godown.
The Reclamation has nearly been completed and contains an area of 2,397 square feet.
For Particulars and Conditions of sale, apply to
The Auctioneer;
or to
Messrs. DEACON & HASTINGS,
The Vendor's Solicitors.
Hongkong, 4th May, 1899. [1250

SUN TAK LOONG,
新 德 隆
DEALER IN
TIN-MEATS, TIN-FRUITS, TIN-FOWLS, &c., &c., &c.
QUALITY EXCELLENT. PRICES MODERATE.
No. 144, Queen's Road West, Hongkong.
Hongkong, 2nd August, 1898. [1608

TO LET

TO LET.

THE COMMODIOUS OFFICES on the Ground Floor of No. 9, PRAYA CENTRAL, lately occupied by Messrs. DODWELL & CO. LIMITED.
Apply to
E. D. SASSOON & CO.
Hongkong, 7th April, 1899. [980

TO LET.

AT 5, RIPON TERRACE, CAINE ROAD, LARGE FURNISHED ROOM with or without Board. Terms Moderate. Suit one Gentleman or two Friends.
Hongkong, 3rd May, 1899. [1239

TO LET.

FURNISHED ROOMS with BOARD in a desirable locality.
Apply to
"X. D."
Care of *Hongkong Daily Press* Office.
Hongkong, 6th May, 1899. [1275

TO LET.

AT THE PEAK.

A FIVE ROOMED BUNGALOW, situate upon MOUNT GOUGH, named "KIRKENDOA."
Apply to
H. L. DENNYS,
Supreme Court House
Hongkong, 6th May, 1899. [1276

TO LET.

SEMI-DETACHED VILLA RESIDENCES on BOWEN ROAD. (Now in course of erection.)
Property now occupied by the BOWRINGTON SAW MILLS.
"BAHAR LODGE."
"OFFICES:—1st Floor, No. 10, PRAYA CENTRAL (Lately occupied by Messrs. MELCHERS & Co.)
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd May, 1899. [49

TO LET.

PORTION of HOUSE on higher level, well FURNISHED. 3 Rooms and Servants. $160 per month. More or less rooms may be arranged for, also food if required. Tennis.
Write
"X. Y. Z."
Care of Office of this Paper.
Hongkong, 24th April, 1899. [1147

TO LET.

GREENMOUNT, BONHAM ROAD.
Apply to
GILMAN & CO.,
Agents.
Hongkong, 7th April, 1899. [978

TO LET.

"LUGINSLAND" (East) above QUEEN'S GARDENS, from 15th May next.
Apply to
HUMPHREYS ESTATE & FINANCE CO., LIMITED.
Hongkong, 20th April, 1899. [954

TO LET FURNISHED.

NO. 1, BELILIOS TERRACE, ROBINSON ROAD, from 1st May for five months.
Apply to
H. F. CARMICHAEL,
Queen's Buildings.
Hongkong, 15th April, 1899. [1182

TO LET.

APARTMENTS at KOWLOON, with Board. Suitable for married couples or single gentlemen. Tennis Court.
Apply to
Mrs. HATHERLY,
Isadale, Kowloon.
Hongkong, 17th June, 1898. [50

TO LET.

FROM THE 1ST JUNE NEXT.

A GOOD SHOP in the best part of QUEEN'S ROAD CENTRAL.
Apply to
THE SECRETARY,
1247] A. S. WATSON & CO., LIMITED.

TO LET.

OFFICES and GODOWNS in DUDDELL STREET, recently occupied by Messrs. REISS & CO.
FIRST FLOOR of No. 1, DUDDELL STREET.
A SMALL GODOWN in DUDDELL STREET
TOP FLOOR GODOWN, No. 5A, DUDDELL STREET.
Apply to
BELILIOS & CO.
Hongkong, 4th May, 1899. [1248

CUTLER, PALMER & CO.'S
PRICE $10.75 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
Blend of Selected Distillations of the Finest Scotch Whiskies.
Apply to
SIEMSSEN & Co. Hongkong. [41

BEST YUBARI LUMP COAL FOR SALE

THE S.S. *Doyo Maru* is expected here on or about 14th inst. carrying 2,200 tons of best Yubari Lump Coal from Japan, Mororan. Any ship requiring same for use should apply to
KWONG MAN WO,
No. 132, Bonham Strand West.
Hongkong, 11th January, 1899. [181

CARBOLINEUM AVENARIUS
USED FOR OVER 20 YEARS.
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.
Sole Agents for China,
LÜTGENS, EINSTMANN & CO.
Hongkong, 31st August, 1897. [801

JAPAN FINE ART CURIOS
KUHN & KOMOR.
HONGKONG, YOKOHAMA, KOBE.
267

FOR SALE.
FIFTY YEARS OF PROGRESS.
THE JUBILEE of HONGKONG
AS A
BRITISH CROWN COLONY,
BEING AN
HISTORICAL SKETCH
TO WHICH IS ADDED AN ACCOUNT OF
THE CELEBRATIONS
OF
21ST TO 24TH JANUARY, 1891.
AND A
DESCRIPTION OF THE INDUSTRIES OF THE COLONY.
Royal 8vo, 48 pages.
Price 50 Cents, Cash.
The Booksellers or *Daily Press* Office.
Hongkong, 27th January, 1891. [752

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND $10,000,000
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS.
R. M. GRAY, Esq.—Chairman.
N. A. SIEBS, Esq.—Deputy Chairman.
E. Goetz, Esq. | A. J. Raymond, Esq.
A. Haupt, Esq. | P. Sachse, Esq.
R. H. Hill, Esq. | E. Shellim, Esq.
Hon. J. J. Keswick. | R. Shewan, Esq.
A. McConachie, Esq.
CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 3rd May, 1899. [1

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL ....£1,000,000.
PAID UP CAPITAL......................£ 24,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
E. Burnie, Esq. | D. Gillies, Esq.
Chan Kit Shan, Esq. | Kwan Hoi Chuen, Esq
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed ......5 %

Hongkong, 23rd March, 1899. [18

THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID UP ....£ 562,500
RESERVE FUND ....£ 20,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.
ON FIXED DEPOSITS:—
For 12 months ....4 %
" 6 " 3½%
" 3 " 2½%
J. THURBURN
Manager, Hongkong.
Hongkong, 28th April, 1899. [19

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

SUBSCRIBED CAPITAL ....Yen 12,000,000
PAID-UP CAPITAL..................... " 10,500,000
RESERVE FUND .... " 7,300,000

HEAD OFFICE—YOKOHAMA.

BRANCHES & AGENCIES.
Kobe | London | San Francisco
New York | Lyons | Honolulu
Bombay | Shanghai

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
PARR'S BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5% per annum.
" " " " 6 " 4% " "
" " " " 3 " 3% " "
S. CHOH,
Agent.
Hongkong, 8th April, 1899. [734

THE CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP.................................£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND..................................£450,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances
On Fixed Deposits for 12 months ... 4 per cent.
" " " 6 " 3½ "
" " " 3 " 2½ "
T. H. WHITEHEAD.
Manager, Hongkong
Hongkong, 24th May, 1898. [25

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager
Hongkong, 1st August, 1895. [17

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL...Shanghai Tls. 5,000,000
PAID-UP CAPITAL .... " " 2,500,000

HEAD OFFICE: SHANGHAI.

BRANCHES AND AGENCIES.
Canton. | Hankow.
Chefoo. | Peking.
Chinkiang. | Swatow.
Foochow. | Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS.
At 2% per annum on Current Account daily balances.
3% per annum on Fixed Deposits for 3 months.
4% " " " " 6 "
5% " " " " 12 "
E. W. RUTTER.
Acting Manager.
Hongkong, 15th October, 1898. [21

THE BANK OF CHINA AND JAPAN, LIMITED.

WORKING CAPITAL.................over £200,000
RESERVE LIABILITY OF SHAREHOLDERS ....fully £400,000
£600,000

HEAD OFFICE:
36, Nicholas Lane, London.
BRANCHES:
Hongkong, Shanghai, Singapore.
AGENCIES:
Yokohama, Kobe, Penang, Bombay, and Calcutta.
General Manager—F. C. BISHOP.

INTEREST ALLOWED.
On Current Accounts ....2 %
" Fixed Deposits ...... 3 months 3 "
" Do. ...... 6 " 4 "
" Do. ......12 " 5 "

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.
CHANTREY INCHBALD,
Manager.
Hongkong, 1st January, 1899. [97

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Chusan*, with the English mail of the 18th ultimo, left Singapore at 1 p.m., on the 6th instant, and may be expected here at 8 a.m. on the 11th. This Packet brings replies to letters despatched from Hongkong on the 16th March.

THE AMERICAN MAIL.

The steamer *Ettrickdale*, with the American mail, left Kobe on Monday, the 1st instant, and may be expected here to-day.
The T. K. K. steamer *Nippon Maru*, with the American mail, left Yokohama on Tuesday, the 2nd instant, at daylight, and may be expected here on or about Thursday, the 11th instant.
The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 20th ultimo.
The C. P. R. steamer *Tartar* left Vancouver, B.C., on Monday, the 23rd ultimo, for Kobe, Nagasaki and Hongkong.
The O. & O. steamer *Coptic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 28th ultimo.

THE FRENCH MAIL.

The M. M. steamer *Laos*, with the French mail of the 7th ultimo, leaves Saigon on Friday, the 5th instant, at 8 a.m., and may be expected here on Sunday, the 7th instant. This Packet brings replies to letters despatched from Hongkong on the 4th March.

THE CANADIAN MAIL.

The C. P. R. Co.'s steamer *Empress of Japan*, arrived at Nagasaki at 6 a.m. on Thursday, the 4th instant, and left again at 3 p.m. of same day for Shanghai, where she was due to arrive at 10.30 p.m. on Friday, the 5th instant.
The C. P. R. steamer *Empress of Japan* with the Canadian mail, left Shanghai on Saturday, the 6th instant, at 6.30 a.m., and may be expected here on or about Monday, the 8th inst.

MERCHANT STEAMERS.

The C. & O. S. S. Co's steamer *Shantung* left San Diego for Yokohama, &c., on the 16th ultimo.
The N. P. steamer *Lennox* sailed from Portland, Or., on the 23rd ultimo, for Japan and Hongkong.
The P. & O. steamer *Nankin* left Singapore for this port on the 3rd instant at 8 a.m.
The "Ben" Line steamer *Benlawers*, from Antwerp, and London, left Singapore on Friday, the 28th ultimo, for this port.
The Austrian Lloyd's steamer *Marquis Bacquehem* left Moji for this port on the 2nd instant.
The N. Y. K. steamer *Kakata Maru* (Europe Line) left Singapore for this port on the 4th instant, and is expected to arrive here on the 9th instant.
The N. Y. K. steamer *Miike Maru* (Bombay Line) left Bombay, via Tuticorin and Singapore for this port on the 24th ultimo, and is expected to arrive here on the 11th instant.
The N. G. I. steamer *Bisagno* left Bombay for this port on the 23rd ultimo, and is due here on or about the 12th instant.

PASSED THE CANAL.

OUTWARD.—14th April—*Indrapura, Kintuck, Laos, Bamberg, Idomeneus, Palatinia*, 18th April—*Glenlochy, Habicht, Kenmore*, 21st April—*Japan, Boynton, Tonkin*. 25th April—*Ambria, Bogstad*. 27th April—*Coveric*. 28th April—*Priam, Eastern*. 2nd May—*Bengloe, Dorothea Rickmers, Aggi, Nubia, John Adamson*. 5th May—*Tantalus*.
HOMEWARD.—5th May—*Formosa*.

POST-OFFICE NOTICES.

PEAK DELIVERY closes at Post Office at 11.30 a.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected to a much later hour than that given below.

The Postal Guide for 1899, revised to date will be found in the *Chronicle and Directory*, P. XXX This is the only authorised completed Summary of Postal information published in Hongkong.

A MAIL WILL CLOSE.

For Haiphong.—Per *Hanoi*, to-day, the 8th instant, at 9.00 A.M.
For Saigon.—Per *Gloucester city*, to-day, the 8th instant, at 8.00 A.M.
For Newchwang.—Per *Prosper*, to-day, the 8th instant, at 11.00 A.M.
For Singapore.—Per *Propontis*, to-day, the 8th instant, at 11.00 A.M.
For Wuchow.—Per *Kongpak*, to-day the 8th instant, at 1.00 P.M.
For Shanghai.—Per *Fushun*, to-day, the 8th instant, at 2.00 P.M.
For Ponape (Caroline Islands).—Per *Queen of the Isles*, to-day, the 8th instant, at 5.00 P.M.
For Kuchinotzu.—Per *Kumsang*, to-day, the 8th instant, at 5.00 P.M.
For Swatow, Amoy and Foochow.—Per *Thales*, to-day, the 8th inst., at 5.00 P.M.
For Swatow.—Per *Hailoong*, to-day, the 8th instant, at 5.00 P.M.
For Amoy and Tamsui.—Per *Pronto*, to-morrow, the 9th instant, at 9.00 A.M.
For Swatow, Amoy and Taiwanfoo.—Per *Nanyang*, to-morrow, the 9th inst, at 9.00 A.M.
For Singapore, Penang, and Calcutta.—Per *Catherine Apcar*, to-morrow, the 9th instant, at noon.
For Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma.—Per *Tacoma*, on Saturday, the 13th instant, at 11.00 A.M.
For Yokohama, Nagasaki and Kobe.—Per *Rohilla*, on Saturday, the 13th instant, at 3.00 P.M.
For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Changsha*, on Saturday, the 13th instant, at 5.00 P.M.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Doric*, will be despatched on THURSDAY, the 11th instant, with Mails for Japan and San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
10.00 A.M. Registry ceases.
(Registration, with late fee of ten cent, up to 10.45 a.m.
11.00 A.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Coromandel* will be despatched on SATURDAY, the 13th inst., with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.
Registration at 10.00 a.m.
Letters at 11.00 a.m.
LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M. after which hour they may be sent on board with the same late fee.

MAILS BY THE CANADAIN PACKET.

The Canadian Mail Packet *Empress of Japan* will be despatched on WEDNESDAY, the 17th instant, with Mails for Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C., which will be closed as follows:—
10.00 A.M. Registry ceases.
11.00 A.M. Post Office closes, but correspondence may be posted on board the Packet with Late Fee until the time of departure.

MAILS BY THE GERMAN PACKET.

The German Contract Packet *Preussen* will be despatched on WEDNESDAY, the 24th instant, with Mails for the United Kingdom, Europe, and countries beyond, *via Naples*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, &c., &c.
Registry ceases at 7.30 A.M.
The mail closes at 8.00 A.M. Late letters 8.10 to 8.30 A.M.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
QUEEN MARGARET, British ship, Fraser—Standard Oil Co.
THE ENGLISH MAIL.

COMMERCIAL.

CLOSING QUOTATIONS.
SATURDAY, 6th May.
EXCHANGE.

ON LONDON.—
Telegraphic Transfer 1/11⅛
Bank Bills, on demand 1/11¼
Bank Bills, at 30 days' sight 1/11¼
Bank Bills, at 4 months' sight ...1/11½
Credits, at 4 months' sight 1/11¾
Documentary Bills, 4 months' sight 2/0⅛
ON PARIS.—
Bank Bills, on demand 2.48
Credits, at 4 months' sight...........2.51
ON GERMANY.—
On demand 2.01¼
ON NEW YORK.—
Bank Bills, on demand 48
Credits, 60 days' sight 49
ON BOMBAY.—
Telegraphic Transfer 146½
Bank, on demand 147
ON CALCUTTA.—
Telegraphic Transfer 146½
Bank, on demand 147
ON SHANGHAI.—
Bank, at sight 72¾
Private, 30 days' sight 73¼
ON YOKOHAMA.—
On demand ....4½ % pm.
ON MANILA.—
On demand ....1½ % pm.
ON SINGAPORE.—
On demand ....1 % pm.
SOVEREIGNS, Bank's Buying Rate...10.04
GOLD LEAF, 100 fine, per tael 52.75

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATION.
Banks—		
Hongkong & S'hai...	$125	285 % prem. [$4825, buyers
China & Japan, prf.		nominal
Do. ordinary...	£4	£1
Do. deferred...	£1	£5. 5s.
Natl. Bank of China		
B. Shares	£8	$22, sellers
Founders Shares..	£1	$22
Bell's Asbestos E. A....	£1	nominal
Campbell, Moore & Co.	$10	$10½, sellers
China Prov. L. & M....	$10	$9.70, sellers
China Sugar	$100	$170
Cotton Mills—		
Ewo	Tls. 100	Tls. 70, buyers
International	Tls. 100	Tls. 75
Laou Kung Mow ...	Tls. 100	Tls. 70
Soychee	Tls. 500	Tls. 350
Yahloong	Tls. 100	Tls. 55
Hongkong	$100	$84½, sellers
Dairy Farm Co.........	$3	$3½, buyers
Fenwick & Co., Geo. ...	$25	$35, buyers
Green Island Cement...	$10	$24½, sellers
H. & China Bakery ...	$50	$31
Hongkong & C. Gas ...	£10	$126, buyers
Hongkong Electric ...	$10	$11.75, sellers
H. H. L. Tramways ...	$100	$142½
Hongkong Hotel	$50	$85, buyers
Hongkong Ice	$25	$112
H. & K. Wharf & G...	$50	$86½
Hongkong Rope.........	$50	$170
H. & W. Dock	$125	340 p. ct. prem., [$550, buyers
Insurances—		
Canton..................	$50	$142½, sellers
China Fire	$20	$81½, sellers
China Traders'	$25	$61½, sales
Hongkong Fire	$50	$297½, buyers
North-China	£25	Tls. 180
Straits	$20	$4½, sellers
Union	$50	$230, sellers
Yangtsze................	$60	$114, ex div.
Land and Building—		
H. Land Investment..	$50	$81, sales
Humphreys Estate...	$10	$9½, buyers
Kowloon Land & B.	$30	$24, buyers
West Point Building	$40	$28, sellers
Luzon Sugar	$100	$15, sellers
Mining—		
Charbonnages	Fcs. 250	$175, buyers
Great E. & C'donian	$5	$4½
Jelebu	$5	$10
Queens Mines Ld....	25c.	50 cts., sellers
Oliver's Mines, A....	$5	$6, sellers
Do. B. ...	$3¾	$4½, buyers
Punjom	$3	$7½, sellers
Do. Preference...	$1	$1.60, sales
Raubs	15s. 10d.	$58, buyers
New Amoy Dock	$6¼	$15, buyers
Steamship Coy.—		
China and Manila...	$50	$75, buyers
China Mutual Pref.	£10	£9. 15s., buyers
Do. Ordinary ...	£10	£4. 10s., buyers
Do. Do.	£5	£2, 10s., buyers
Douglas S. S. Co. ...	$50	$55½, sales
H., Canton and M....	$15	$49, buyers
Indo-China S. N....	£10	[illegible], sellers
Star Ferry	$7½	$14, sellers
Tebrau Planting Co. ...	$5	$5, sellers
Do.	$3	$3, sellers
United Asbestos	$2	$1.50, buyers
Do.	$10	$10, nominal
Wanchai Wareh'se Co.	$37½	$40, buyers
Watson & Co., A. S....	$10	$15, sellers

J. Y. V. VERNON, Broker.

OPIUM.

		Allow'ce.
Malwa New $700	to —	p. pl. nat. to 1 cat. rd.
Malwa Old $770	to $780	" " "
Malwa Older......$800	to 840	" " "
Persian Oily...... —	to —	"
Do. Paper-w'pped $775	to —	"
Patna New.........$750	to —	per chest.
Patna Old..........$760		"
Benares New.......$745		"
Benares Old........ 760		"

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER. 5th MAY, AT 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Force.	Weather.	Rain last 24 hours.
Vladivostock.	—	—	—	—	4	—	...
Tokyo	29.82	—	—	S	2	—	...
Kochi	29.87	—	—	N	4	—	...
Nagasaki	29.91	—	—	SW	4	—	...
Kagoshima ...	29.86	—	—	W	6	—	...
Gutzlaff	30.01	59	76	NE	0	cm	...
Sharp Peak ...	29.84	73	86	—	2	o	...
Amoy	29.86	78	65	W	3	o	...
Swatow........	29.86	80	—	SE	1	b	...
Canton	29.82	84	72	S	2	o	...
Hongkong ...	29.83	78	71	E	2	o	...
Victoria Peak.	—	—	—	SSE	2	—	...
Gap Rock ...	29.82	—	—	ESE	1	—	...
Macao	29.83	84	—	SE	—	c	...
Haiphong ...	—	—	—	—	3	—	...
Manila........	29.80	90	60	WSW	2	c	...
Cape S. James.	—	—	—	SW	—	c	...
6th MAY, AT 10 A.M.							
Vladivostock.	—	—	—	WNW	—	—	...
Tokyo	—	—	—	—	—	—	...
Kochi	—	—	—	—	—	—	...
Nagasaki	—	—	—	—	—	—	...
Kagoshima ...	—	—	—	—	—	—	...
Gutzlaff	30.00	65	94	NE	1	cmd	...
Sharp Peak ...	29.93	70	83	E	3	o	...
Amoy	29.93	71	90	NW	1	o	...
Swatow	—	—	—	—	—	—	...
Canton	29.88	79	82	SE	1	o	...
Hongkong ...	29.89	78	80	E	2	o	...
Victoria Peak	—	—	—	SE	2	—	...
Gap Rock ...	29.89	—	—	SE	3	—	...
Macao	29.89	83	—	SSE	1	c	...
Haiphong ...	—	—	—	—	—	—	...
Manila	—	—	—	—	—	—	...
Cape S. James	—	—	—	SW	2	b	...

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.80	29.89	29.84
Temperature	78	73	72
Humidity	81	80	84
Direction of wind	E	ENE	E
Force	2	3	3
Weather	o	od	o
Rain	—	1.16	—

Highest open air temperature on the 6th 80
Lowest open air temperature on the 6th 74
1—BAROMETER reduced to 32 degrees Fahr. at sea level.
2—TEMPERATURE in the shade in degrees Fahrenheit.
3—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4—DIRECTION OF THE WIND to two points.
5—FORCE OF THE WIND according to Beaufort Scale.
6—STATE OF THE WEATHER: b. blue sky; c. detached clouds; d. drizzling rain; f. fog; g. gloomy; h. hail; l. lightning; o. overcast; p. passing showers; q. squally; r. rain; s. snow; t. thunder; v. visibility; w. dew (wet).
F. G. FIGG, Acting Director.
Hongkong Observatory, 7th May, 1899.

MESSRS. FALCONER & CO.'S REGISTER, 6th May.
Barometer 9 A.M....29.86 Therm. 9 A.M. (Wetbulb) 78
Barometer 1 P.M....29.81 Therm. 1 P.M. (Wetbulb) 75
Barometer 4 P.M.... — Therm. 4 P.M. (Wetbulb) —
Thermom. 9 A.M.... 80 Therm. Maximum 82
Thermom. 1 P.M.... 82 Therm. Minimum (over-night)...... 79
Thermom. 4 P.M.... —

HONGKONG TIDE-TABLE.

8th to 14th May.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	Height.	Low Water. Hongkong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Mon.	8	m 7 37	4 3	m 1 18	0 4
		8 58 a	2 11	2 27 a	−0 10
Tues.	[illegible]	m [illegible]	[illegible]	m [illegible] 49	0 7
		9 51 a	2 8	3 4 a	−1 3
Wed.	10	m 8 37	4 11	m 9 18	0 9
		10 40 a	2 5	3 46 a	−1 6
Thurs	11	m 9 7	5 1	m 2 48	0 11
		11 28 a	2 2	4 25 a	−1 7
Fri.	12	m 9 30	5 1	m 3 13	1 0
				5 7 a	−1 6
Sat.	13	m 0 15	1 11	m 3 39	1 2
		m 10 6	5 0	5 50 a	−1 4
Sun.	14	m 4 6	1 10	m 4 7	1 3
		m 10 37	4 9	6 36 a	−1 1

VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

(FREIGHT SERVICE). (EAST ASIATIC SERVICE).

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATION.	SAILING DATES.	
* s.s. HEIDELBERG. Capt. Schüder	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 25th May.	Freight and Passage.
* s.s. SIBIRIA Capt. Hildebrandt	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 30th May.	Freight and Passage.
* s.s. KONIGSBERG. Capt. Christiansen	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 15th June.	Freight and Passage.
s.s. D. RICKMERS	NEW YORK Via SUEZ CANAL	About 30th June.	Freight.

*These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
Calling at Naples for passengers only, if sufficient inducement offers.
For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 27th April, 1899. [13

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R. ....WEDNESDAY, 17th May, 1899
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ......WEDNESDAY, 7th June, 1899
EMPRESS OF INDIA....Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 28th June, 1899

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 27th April, 1899. [9

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	CHUSAN E. Street	About 12th May	Freight or Passage.
LONDON, &c.	COROMANDEL F. W. Vibert, R.N.R.	Noon, 13th May	See Special Advertisement.
YOKOHAMA via NAGASAKI & KOBE	ROHILLA S. de B. Lockyer, R.N.R.	4 P.M. 13th May	Freight or Passage. (Passing through the Inland Sea)
LONDON	CANDIA W. H. Haughton, R.N.R.	About 17th May	Freight.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 6th May, 1899. [1

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAGAMI MARU J. Nagao	VLADIVOSTOCK via SWATOW, AMOY, SHANGHAI, CHEFOO, CHEMULPO, and NAGASAKI	THURSDAY, 11th May, at 4 P.M.
MIIKE MARU S. Kawamuro	KOBE and YOKOHAMA	SATURDAY, 13th May, at 4 P.M.
YAMAGUCHI MARU	BOMBAY via SINGAPORE and COLOMBO	TUESDAY, 16th May, at NOON.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 1st May, 1899. [12

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.
VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamer	Tons.	Captain.	Proposed Sailing.
TACOMA	2,811	A. Dixon	May 13
GLENOGLE	3,750	J. McGillivray	May 30
OLYMPIA	2,837	J. Truebridge	June 17
VICTORIA	3,502	J. Panton	July 4

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons.	Captain.	Proposed Sailing.
LENNOX	3,677	J. C. Williamson	June 3
COLUMBIA	2,976	T. H. Dobson	July 8
MONMSHIRE	2,874	W. A. Evans	July 22
LENNOX	3,677	J. C. Williamson	Aug. 19

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £28.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYEA and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, £65 10s. 0d.

This rate covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CINNABAR and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, and Stage Coach transportation Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.
These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED
General Agents.

Hongkong, 26th April, 1899. [10

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON via Suez Canal	Orestes	Brit. str.	Pulford	Butterfield & Swire	On 13th inst.
LONDON via Suez Canal	Glaucus	Brit. str.	Barwise	Butterfield & Swire	On 23rd inst.
LONDON	Candia	Brit. str.	Haughton, R.N.R.	P. & O. S. N. Co.	On or about 17th inst.
LONDON via STRAITS, &c.	Coromandel	Brit. str.	Vibert, R.N.R.	P. & O. S. N. Co.	On 13th inst., at Noon.
BREMEN via Ports of Call	Preussen	Ger. str.	Heintze	Melchers & Co.	On 24th inst. at 9 A.M.
HAVRE & HAMBURG	Heidelberg	Ger. str.	Schüder	Carlowitz & Co.	On or about 25th inst.
HAVRE & HAMBURG	Sibiria	Ger. str.	Hildebrandt	Carlowitz & Co.	On or about 30th inst.
HAVRE & HAMBURG	Konigsberg	Ger. str.	Christiansen	Carlowitz & Co.	On or about 15th June.
MARSEILLES via Bombay &c.	Salazie	Fren. str.	Negre	Messageries Maritimes	On 20th inst.
TRIESTE v. Straits, Bombay, &c.	M. Bacquehem	Aus. str.	Androvich	Sander, Wieler & Co.	To-day.
VANCOUVER, v. Shanghai, &c.	Empress of Japan	Brit. str.	Lee, R.N.R.	Canadian Pacific R. Co.	On 17th inst., at Noon.
VICTORIA, B.C., & Tacoma	Tacoma	Brit. str.	Dixon	Dodwell & Co., Limited	On 13th inst., at Noon.
PORTLAND, Oregon, &c.	Lennox	Brit. str.	Williamson	Dodwell & Co., Limited	On 30th June.
SAN FRANCISCO via S'hai, &c.	Doric	Brit. str.	...	O. & O. S. S. Co.	On 11th inst., at Noon.
SAN FRANCISCO via Japan	C. of Rio de Janeiro	Amer. str.	...	P. M. S. S. Co.	On 27th inst., at Noon.
SAN FRANCISCO via Japan	Nippon Maru	Jap. str.	...	Toyo Kisen Kaisha	On 20th inst., at Noon.
SAN FRANCISCO	Queen Margaret	Brit. bk.	Fraser	Shewan, Tomes & Co.	Quick despatch.
SAN FRANCISCO & San Diego	Thyra	Brit. str.	...	Butterfield & Swire	On or about 20th inst.
NEW YORK via Suez Canal	Undaunted	Brit. str.	...	Shewan, Tomes & Co.	On or about 10th inst.
NEW YORK via Suez Canal	Vortigern	Ger. str.	Fairweather	Dodwell & Co., Limited	On or about 27th inst.
NEW YORK via Suez Canal	D. Rickmers	Jap. str.	...	Carlowitz & Co.	On or about 30th June.
VLADIVOSTOCK via S'hai, &c.	Sagami Maru	Brit. str.	Nagao	Nippon Yusen Kaisha	On 11th inst., at 4 P.M.
Y'HAMA via Nagasaki & Kobe	Rohilla	Jap. str.	Lockyer, R.N.R.	P. & O. S. N. Co.	On 13th inst., at 4 P.M.
KOBE & YOKOHAMA	Miike Maru	Brit. str.	Kawamuro	Nippon Yusen Kaisha	On 13th inst., at 4 P.M.
KOBE Direct	Konoura Maru	Brit. str.	K. N. Shaw	Dodwell & Co., Limited	On 12th at Noon.
WEIHAIWEI & Tientsin	Kweiyang	Fren. str.	Outerbridge	Butterfield & Swire	On 16th inst.
S'HAI, N'saki, Kobe & Y'hama	Laos	Brit. str.	Flandin	Messageries Maritimes	On or about 8th inst.
SHANGHAI, & Kobe	Vindobona	Aus. str.	C. Androvich	Sander, Wieler & Co.	On 13th inst.
SHANGHAI	Chusan	Brit. str.	Street	P. & O. S. N. Co.	On or about 12th inst.
NEWCHWANG Direct	Bucephalus	Jap. str.	Robinson	Dodwell & Co., Limited	To-morrow, at Daylight.
SWATOW, Amoy & Tamsui	Maizuru Maru	Brit. str.	Nagata	Mitsui Bussan Kaisha	On 14th inst., Daylight.
AMOY & TAMSUI	Pronto	Brit. str.	Grandt	Douglas Lapraik & Co.	To-morrow 9th inst.
SWATOW, Amoy, & Taiwanfoo	Nanyang	Brit. str.	Lohmann	Douglas Lapraik & Co.	To-morrow 9th inst.
SWATOW, Amoy & Foochow	Thales	Brit. str.	Moore	Douglas Lapraik & Co.	On 9th inst., Daylight.
SWATOW	Hailong	Brit. str.	Robson	Douglas Lapraik & Co.	On 9th inst., Daylight.
MANILA	Changsha	Brit. str.	Hall	Butterfield & Swire	On 14th inst., Daylight.
SYDNEY, MELBOURNE, &c.	Changsha	Brit. str.	Moore	Butterfield & Swire	On 14th inst., Daylight.
BOMBAY v. Singapore & Col'bo	Yamaguchi Maru	Jap. str.	...	Nippon Yusen Kaisha	On 16th inst., at Noon.
STRAITS & CALCUTTA	Catherine Apcar	Brit. str.	Ollfent	D. Sassoon, Sons & Co.	To-morrow, at 1 P.M.

VESSELS ON THE BERTH.

AUSTRIAN-LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME, AND TRIESTE.

(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.)

THE Company's Steamship

"MARQUIS BACQUEHEM,"

Captain C. Androvich, will be despatched as above TO-DAY, the 8th inst., P.M.
Silk and Valuables will be transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 3rd May, 1899. [6

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"LAOS,"

Captain Flandin, will be despatched for the above ports on or about MONDAY, the 8th inst.
For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th May, 1899. [2

FOR NEWCHWANG DIRECT.

THE Steamship

"BUCEPHALUS,"

Captain Robinson, will be despatched for the above port TO-MORROW, the 9th inst., at DAYLIGHT.
For Freight or Passage, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 4th May, 1899. [1255

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. Ollfent, will be despatched for the above ports TOMORROW, the 9th inst., at 1 P.M.
For Freight or Passage, apply to

DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 3rd May, 1899. [1224

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"UNDAUNTED"

will be despatched for the above ports about the 10th May.
For Freight, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 21st April, 1899. [1195

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, May 20, 1899, at NOON.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, June 13, 1899, at NOON.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 20th May, 1899, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 22nd April, 1899. [5

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"THALES,"

Captain Hall, will be despatched for the above ports TO-MORROW, the 9th inst., at DAYLIGHT, instead of as previously advertised.
For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 5th May, 1899. [1272

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Pulford, will be despatched as above on SATURDAY, the 13th May.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th April, 1899. [1155

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM

HONGKONG TO SAN FRANCISCO AND SAN DIEGO
VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "THYRA" 3,406 Tons	About 20th May.
S.S. "BELGIAN KING" 3,379 Tons	About 20th June.
S.S. "CARMARTHENSHIRE" 2,929 Tons	About 20th July.
S.S. "CARLISLE CITY" 3,002 Tons	About 20th August.

THE Steamship "THYRA" will be despatched for SAN FRANCISCO and SAN DIEGO via NAGASAKI, KOBE, YOKOHAMA, and HONOLULU about 20th May.
Through Bills of Lading issued to any point in The United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, China, and Japan.

Hongkong, 3rd May, 1899. [14

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, May 11, 1899, at NOON.
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY, June 6, 1899, at NOON.
GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, July 1, 1899, at NOON.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 11th May, 1899, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point *en route*.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 17th April, 1899. [4

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 13th MAY, at NOON, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 6th May, 1899. [1

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched on SUNDAY, the 14th inst., at DAYLIGHT.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the Eastern and Australian S. S. Co. and *vice versâ*.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd May, 1899. [1237

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (v. Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, May 27, 1899, at NOON.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	THURSDAY, June 22, 1899, at NOON.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, July 18, 1899, at NOON.

THE U.S. Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 27th May, 1899, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 3rd May, 1899. [3

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above on SUNDAY, the 14th inst., at DAYLIGHT.
For Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th May, 1899. [1236

CHINA NAVIGATION COMPANY, LIMITED.

FOR WEIHAIWEI AND TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on TUESDAY, the 16th May.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd May, 1899. [1162

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS,"

Captain Barwise, will be despatched as above on TUESDAY, the 23rd May.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th April, 1899. [1069

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

PREUSSEN	Wednesday	24th May.
SACHSEN	Wednesday	21st June.
BAYERN	Wednesday	19th July.

ON WEDNESDAY, the 24th day of May, 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heintze, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 22nd May, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 23rd May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 23rd May. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed 1/2 Foot Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 27th April, 1899. [8

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"VORTIGERN"

Captain Fairweather, will be despatched for the above port on or about the 27th May.
For Freight, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 21st April, 1899. [1124

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For freight and further particulars, apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897. [8

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS,"
FROM ANTWERP, LONDON, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns, whence and/or from the Wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.
All claims against the steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 4th May, 1899. [1260

NOTICE TO CONSIGNEES.

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H. A. L. Steamship

"SIBERIA,"

Captain Hildebrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 3 P.M.
No Fire Insurance has been effected.

SIEMSSEN & CO.,
Agents.

Hongkong, 1st May, 1899. [1222

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 3rd May, 1899. [10

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.
This vessel brings on Cargo:—
From Madras ex s.s. *Loodiana*.
Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.
Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 4th May, 1899. [1

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PREUSSEN."

THE above-named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 9th May will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 9th May, and MONDAY, the 15th May, at 9.30 A.M.
All Claims must reach us before the 19th May, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by

MELCHERS & CO.,
Agents.

Hongkong, 2nd May, 1899. [8

VESSELS ON THE BERTH

FOR SAN FRANCISCO.

THE 100 A.1. British Bark

"QUEEN MARGARET,"

Fraser, Master, will load for the above port and will have quick despatch.
For Freight, apply to

SHEWAN, TOMES & CO.

Hongkong, 17th March, 1899. [61

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month; it is of Superb Quality and of CUTLER, PALMER & Co.'s SELECTION.
Sole Agents for it—

LANE, CRAWFORD & Co.,
Hongkong.

[401

KOWLOON EXTENSION.

A NEW MAP of HONGKONG, KOWLOON and ADJACENT TERRITORIES shewing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price $1.
To be had at Messrs. KELLY & WALSH, LD., *Daily Press* Office.

Hongkong, 28th October, 1898. [2319

SECOND-HAND PIANOS,
(PROPERTY OF FAMILIES LEAVING THE COLONY),
Offered at Cheap rates.

1	Cottage piano—Lunau	$125
2	Cottage piano—Broadwood	150
3	Cottage piano—Rosencrans	150
4	Cottage piano—Neumeyer	200
5	Cottage piano—Brinsmead	200
6	Cottage piano—Hoofe	200
7	Cottage piano—Chappell	250
8	Cottage piano—Apollo	250
9	Cottage piano—Brinsmead	275
10	Cottage piano—Lane, Crawford & Co.	300
11	Cottage piano—Broadwood	300
12	Semi Grand—Collard (any reasonable offer, original cost $1,000—one year only in use.)	

LANE, CRAWFORD & CO.,
Musical Department.

Hongkong, 7th April, 1899. [955

NOTICE OF FIRM.

THE Undersigned have This Day opened the premises at 43A, QUEEN'S ROAD EAST as a CYCLE EMPORIUM and beg to solicit the patronage of the public of Hongkong. A first-class selection of CYCLES (LADIES' and GENT'S) is on view and inspection is freely invited. Repairs undertaken and accessories supplied.

McKIRDY & CO.,
Cycle Agents.

Hongkong, 26th September, 1898. [866

NOW ON SALE
IMPERIAL QUARTO.
ENGLISH AND CHINESE DICTIONARY.
WITH THE PUNTI AND MANDARIN PRONUNCIATION.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, and exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a great economy of space, achieving a clearness not previously attained, and dispensing with the great margins and vacant spaces which have hitherto characterized Chinese publications.
To illustrate the vast scope of the work the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.
For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable companionship.
It comprises upwards of two thousand large quarto pages.
4 Vols. IMPERIAL QUARTO, Price $20.
A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.

HONGKONG:
"DAILY PRESS" OFFICE, WYNDHAM ST.

Printed and Published by D. WARRES SMITH, 23 Wyndham Street, Victoria, Hongkong.